

# APPENDIX I

## Public Involvement

This appendix contains materials used for the public involvement portion of the EIS process.

<u>Section</u>	<u>Title</u>
I-1	Public Involvement Process
I-2	Notice of Intent
I-3	Scoping Process Advertisement for Scoping Meetings Meeting Sign-In Sheets Speaker Registration Presentation Boards Letters Provided During Scoping Transcript – Agency and Public Scoping Meetings
I-4	Project Newsletter Newsletter #1 (August 2006) Mailing List (August 2006) Newsletter #2 (November 2007) Mailing List (November 2007)
I-5	Notice of Availability
I-6	Public Information Workshops and Public Hearing Advertisements for Workshops and Hearings Meeting Sign-In sheets and Speaker Registration Cards Handouts Presentation Boards Transcript – Public Hearing

## **Appendix I-1**

### **Public Involvement Process**

This appendix provides a description of the public involvement process utilized during the development of this EIS.

## **I.1 Public Involvement Process**

### **A. Introduction**

A public involvement program was implemented to ensure that information was provided to the general public and regulatory agencies and that input from interested parties was received and reviewed as part of the EIS process. The primary components of the program included:

- Scoping Meetings,
- Public Review of the Draft EIS, and
- Public Workshops and Public Hearing on the Draft EIS.

The following summarizes the public involvement and review process.

### **B. Scoping Process**

#### **Notice and Advertisement for the Scoping Meetings**

**Scoping Notices** - Notification of the scoping process for this EIS was accomplished in compliance with National Environmental Policy Act (NEPA) and FAA requirements. A variety of methods were used to inform agencies and the public about the EIS scoping process for the study.

**Federal Register Notice of Intent** - The FAA published a notice in the *Federal Register* on Monday, July 24, 2006 which stated FAA's intent to prepare an EIS at Mammoth Yosemite Airport (MMH). The Notice of Intent summarized the proposed developments and FAA's requirements under NEPA for preparation of an EIS. A copy of the Notice of Intent is included in Appendix I-2

**Advertisements** - Advertisements announcing the FAA scoping process and providing notification of the scoping meetings were published in the *Mammoth Times* on July 27, 2006 and August 3, 2006 serving the study area. Copies of the newspaper advertisements for the scoping meetings are included in Appendix I-3

#### **Scoping Meetings**

Two scoping meetings were held at the Minaret Village Shopping Center (i.e. Town Council Chambers) on Thursday, August 24, 2006 as part of the EIS scoping process for this study. An agency scoping meeting was held in the afternoon, which was followed by a public scoping meeting in the evening. In addition, a handout was distributed and presentation boards were displayed at both meetings that summarized the Proposed Action as well as the scoping and EIS process. Representatives of the FAA and the FAA's consultant team were available to discuss the scoping process, and the Proposed Action, as well as to answer any questions from the public. Comment forms were available for participants to submit written comments either at the meeting or by mail to the FAA. A total of 17 people attended the agency scoping meeting. A total of 18 people attended the public scoping meeting. The sign-in sheets, speaker registration cards, presentation boards, and transcript of the scoping meeting are include in Appendix I-3. Also included in Appendix I-3 are the letters received during the scoping process.

The following are the key issues identified during the scoping meetings or in the written comments received during the scoping process:

Impacts to surrounding public lands, including impacts associated with increased use and noise;

Potential impacts on local traffic levels and patterns;

Compliance of airport operations with the regional water quality control plan;

Induced and cumulative impacts on water quality;

Contamination of groundwater;

Sewerage treatment and capacity;

Hazardous and toxic wastes;

Water supply;

Noise impacts on sensitive sites in the vicinity of the airport;

Aircraft noise impacts on nearby national parks, wilderness areas, and other noise-sensitive Department of Transportation Act Section 4(f) and Land and Water Conservation Act Section 6(f) lands;

Use of the Eastern Sierra Regional Airport in Bishop rather than MMH;

Operational safety concerns associated with crosswinds at MMH; and

The need for additional training for local firefighters to deal with aircraft-related events.

All comments submitted during the scoping process were considered, as appropriate, in preparing this EIS.

## **C. Newsletters**

### **Newsletter #1**

A scoping newsletter was prepared describing the proposed air service and the scoping process. The newsletter was sent to a mailing list compiled for distribution of notices of public participation activities. The list consisted of Federal agencies, State of California elected officials and agencies, Mono County officials, local organizations, and individuals that either attended previous public workshops (as part of an earlier EIS process) or requested to be on the mailing list. A copy of the scoping newsletter is included in Appendix I-4 along with the list of parties to whom the scoping newsletter was mailed.

### **Newsletter #2**

A second newsletter was issued in November 2007 announcing the pending release of the Draft EIS and the schedule for the conduct of public information workshops and a public hearing, as well as the deadline for the submittal of comments on the Draft EIS. A copy of Newsletter #2 and the list of parties to whom it was distributed is included in Appendix I-4

#### **D. Notice of Availability**

The Draft EIS was released on November 16, 2007. A Notice of Availability was published in the *Federal Register* on November 23, 2007 which indicated that the deadline for submission of comments on the Draft EIS was January 11, 2008 at 5:00 p.m. Pacific Standard Time. A copy of the Notice of Availability is included in Appendix I-5.

#### **E. Public Information Workshops and Public Hearing**

Advertisements were placed in local newspapers to inform the general public and other interested parties of scheduled Public Information Workshops and a Public Hearing, and of the deadline for the submission of comments on the Draft EIS. A Public Information Workshop regarding the Draft EIS was conducted at the Minaret Village Shopping Center (i.e. Town Council Chambers) in Mammoth Lakes, CA on December 18, 2007 from 4:00 p.m. to 8:00 p.m. Subjects covered by information displays during the Public Information Workshop included an overview of the EIS process, the Proposed Action, the purpose of and need for the Proposed Action, and projected impacts of the Proposed Action concerning environmental impact categories (i.e. noise, secondary/induced impacts, recreation resources, etc.) evaluated in the Draft EIS. A second Public Information Workshop and a Public Hearing were conducted at the Minaret Village Shopping Center (i.e. Town Council Chambers) in Mammoth Lakes, CA on January 8, 2008 in Mammoth Lakes. Appendix I-6 includes copies of the newspaper advertisements of the Public Information Workshops and Public Hearing, sign-in sheets from the workshops and hearing, handouts and presentation boards used in the workshops, and a transcript of the Public Hearing.

#### **F. Comments on the Draft EIS**

A total of 30 comments were received on the Draft EIS, including both written comments and oral comments presented at the Public Hearing. Appendix L-1 includes a Comments and Responses report in which the comments received on the Draft EIS are organized by topic and responses provided to each comment, along with an index for both agency and public commenter so that the source of each comment can be identified. Appendix L-2 includes copies of each comment submittal with individual comments indicated in brackets and coded to the Comment and Responses report.

## **Appendix I-2**

### **Notice of Intent**

This appendix contains the Notice of Intent published by the FAA in the *Federal Register* on July 24, 2006 announcing the preparation of the Environmental Impact Statement regarding the proposed air service to MMH.

[Federal Register: July 24, 2006 (Volume 71, Number 141)]  
[Notices]  
[Page 41859-41860]  
From the Federal Register Online via GPO Access [wais.access.gpo.gov]  
[DOCID:fr24jy06-135]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement and Hold Scoping Meetings for Federal Aviation Administration Approval of Airline Operations Specifications To Accommodate Proposed Scheduled Air Service Into **Mammoth** Yosemite Airport, **Mammoth** Lakes, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement (EIS) and to hold one (1) public scoping meeting and one (1) governmental and public agency scoping meeting for Federal Aviation Administration (FAA) approval of Airline Operations Specifications to accommodate proposed scheduled air service into **Mammoth** Yosemite Airport (MMH). This notice also serves as formal notice of FAA's termination and withdrawal of its Notice of Intent to Prepare an EIS for the Proposed Expansion of MMH published in Federal Register (FR) Volume 68 Number 214 dated November 5, 2003. The Town of **Mammoth** Lakes has withdrawn its prior proposal to expand facilities at **Mammoth** Yosemite Airport and EIS is no longer required.

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SUMMARY: The FAA is issuing this notice to advise the public that an EIS will be prepared for the proposed approval of Operation Specifications for Horizon Air to provide commercial airline service with regional jets into **Mammoth** Yosemite Airport, **Mammoth** Lakes, California utilizing Bombardier DHC-8-402 (Q400). The establishment of scheduled commercial service into **Mammoth** Yosemite Airport also necessitates a change in the airport's 14 CFR Part 139 Certification from Class IV to Class I.

If the FAA determines 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.

To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT: Camille Garibaldi, Environmental Protection Specialist, San Francisco Airports District Office, Federal Aviation Administration, Western-Pacific Region, 831 Mitten Road, Room 210, Burlingame, California 94010-1303. Telephone: 650/876-2778 extension 613. Comments on the scope of the EIS should be submitted to the address above and must be received no later than 5:00 p.m. Pacific Daylight Time, on Wednesday, August 30, 2006.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA),

as the lead agency, will prepare an EIS that will disclose the potential environmental impacts of FAA approval of Airline Operations Specifications to accommodate proposed scheduled air service into **Mammoth** Yosemite Airport (MMH). Horizon Air has provided the FAA with a letter of intent to initiate passenger service into **Mammoth** Yosemite Airport using the Bombardier DHC 8-402 (Q400). The establishment of scheduled commercial service into **Mammoth** Yosemite Airport also necessitates a change in the airport's Operating Certificate from Class IV to Class I, pursuant to Title 14, Code of Federal Regulations, Part 139.

The FAA has determined that an EIS is the most appropriate NEPA document at this time. In making this determination, FAA 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 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 to **Mammoth** Yosemite Airport 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 has terminated preparation of an EIS for the proposed expansion of **Mammoth** Yosemite Airport. See FR Volume 68, Number 214. Should FAA identify potential impacts to any resource designated under 49 U.S.C. 303(c) (commonly known as Section 34(f)), the EIS will also serve as FAA's Section 4(f) statement.

Horizon Air is proposing to begin scheduled regional air carrier service using existing facilities at **Mammoth** Yosemite Airport 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

[[Page 41860]]

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 Town of **Mammoth** Lakes, sponsor for **Mammoth** Yosemite Airport, holds a Class IV (unscheduled service) certificate pursuant to 14 CFR Part 139. The airport is located approximately five miles east of the Town of **Mammoth** Lakes and north of U.S. Route 395 in Mono County, California. The airport has one east-west oriented 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. The airport has a field elevation of 7,128-feet above mean sea level. The airport currently accommodates unscheduled air carrier operations and general aviation aircraft operations and provides facilities including aircraft hangars and outdoor tiedowns.

The following Alternatives will be evaluated in the EIS; additional reasonable alternatives may be evaluated in the EIS as a result of the scoping process.

No Action Alternative: This alternative consists of no change to Horizon Air operation specifications and no change would occur to the current Part 139 Class IV (unscheduled) certificate status of the airport.

Proposed Action: This alternative consists of FAA approval of operation specifications for Horizon Air for scheduled service to **Mammoth** Yosemite Airport using regional aircraft and approval of a

Class I (scheduled service) Part 139 certificate for **Mammoth** Yosemite Airport. The proposed service would utilize existing Runway 9/27 and existing airport facilities without the construction of new facilities.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues, alternatives and impacts related to the proposed action and the alternatives are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than 5 p.m., Pacific Daylight Time, on Wednesday, August 30, 2006.

Public Scoping Meetings: The FAA will hold one (1) public and one (1) governmental and public agency scoping meeting to solicit input from the public as well as various Federal, State and local agencies which have jurisdiction by law or have special expertise with respect to any environmental issue associated with the proposed project. A scoping meeting specifically for governmental and public agencies will be held on Thursday, August 24, 2006 from 1:00 p.m. to 4:00 p.m., Pacific Time, at the Minaret Village Shopping Center, Suite Z, Town Council Chambers, 437 Old **Mammoth** Road, **Mammoth** Lakes, CA. The public scoping meeting will be held at the same location on Thursday, August 24, 2006, from 5 p.m. to 8 p.m. Pacific Daylight Time.

Issued in Hawthorne, California, on July 17, 2006.

George Aiken,  
Acting Manager, Airports Division, Western-Pacific Region, AWP-600.  
[FR Doc. 06-6423 Filed 7-21-06; 8:45 am]  
BILLING CODE 4910-13-M

### **Appendix I-3**

#### **Scoping Process**

This appendix contains the following materials that were used to announce, conduct, and record the agency and public scoping meetings:

- Advertisement for Scoping Meetings
- Meeting Sign-In Sheets
- Speaker Registration
- Presentation Boards
- Letters Provided During Scoping
- Transcript – Agency and Public Scoping Meetings

# Proof of Publication

STATE OF CALIFORNIA  
COUNTY OF MONO

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the

## MAMMOTH TIMES

a newspaper of general circulation, published in

## County of Mono.

The Mammoth Times was adjudicated on March 24, 1992, as a newspaper of general circulation for the Town of Mammoth Lakes and Mono County, CA.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dated, to wit:

07/27 08/03

all in the year 2006

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Mammoth Lakes, California,  
The 3<sup>rd</sup> day of August, 2006

  
Signature

### TRANSPORTATION Federal Aviation Administration

Notice of Intent to Prepare an Environmental Impact Statement and hold Scoping Meeting For Proposed Airline Operations Specifications to Accommodate Proposed Scheduled Air Service into Mammoth Yosemite Airport, Mammoth Lakes, California

5-393

County Clerk's Filing Stamp

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed approval of Airline Operation Specifications for Horizon Air to provide commercial airline service with regional jets into Mammoth Yosemite Airport (MMY), Mammoth Lakes, California utilizing Bombardier DHC-8-402 (Q400). The establishment of scheduled commercial service into MMY also necessitates a change in the airport's 14 CFR Part 139 Certification from Class IV to Class I.

If the FAA determines the potential environmental impacts of the proposed actions are not significant, FAA may consider a public notification and agency coordination, completing the NEPA process for this proposed action. The FAA is making an initial finding of no significant impact in the EIS. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

**FOR FURTHER INFORMATION CONTACT:** Camille Garbald, Environmental Protection Specialist, San Francisco Airports District Office, Federal Aviation Administration, Western-Pacific Region, 831 Milten Road, Room 210, Burlingame, California 94010-1303. Telephone: 650/678-2778; extension 619. Comments on the scope of the EIS should be submitted to the address above and must be received no later than 5:00 p.m. Pacific Daylight Time on Wednesday, August 30, 2006.

**SUPPLEMENTARY INFORMATION:** The FAA, as the lead agency, will prepare an EIS that will disclose the potential environmental impacts of FAA approval of Airline Operations Specifications to accommodate proposed scheduled air service into MMY. Horizon Air has provided the FAA with a letter of intent to initiate passenger service into Mammoth Yosemite Airport using the Bombardier DHC-8-402 (Q400). The establishment of scheduled commercial service into Mammoth Yosemite Airport also necessitates a change in the airport's operating certificate from Class IV to Class I pursuant to the 14 CFR on Federal Regulations, Part 139.

The FAA has determined that an EIS is the most appropriate NEPA document at this time. In making this determination, FAA has considered the injunction issued by the U.S. District Court for the Northern District of California for the Town of Mammoth Lakes' proposed expansion of the airport, and the resources potentially affected by the establishment of

In November of 2005, the Town of Mammoth Lakes and its citizens withdrew their proposed runway expansion project at Mammoth Yosemite Airport in favor of a reduced proposal for resumption of scheduled regional carrier service that would be accommodated within the existing configuration of the airport. As a result of this decision, the FAA has initiated preparation of an EIS for the proposed expansion of Mammoth Yosemite Airport. See EIS Volume 68, Number 214. Should FAA identify potential impacts to any resource designated under 49 U.S.C. 471.303(c) (commonly known as Section 401) the EIS will also serve as FAA Section 401 statement.

Horizon Air is proposing to begin scheduled regional air carrier service using existing facilities at Mammoth Yosemite Airport beginning in December of 2007 with two flights per day from Los Angeles International Airport during the winter season (December and April). Proposed winter services are expected to increase to a minimum of eight flights per day by August 2010. The aviation industry casts 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 Q400 aircraft.

The Town of Mammoth Lakes, sponsor for Mammoth Yosemite Airport, holds a Class IV (unscheduled service) certificate pursuant to 14 CFR Part 139. The airport is located approximately five miles east of the Town of Mammoth Lakes and north of U.S. Route 395 in Mono County, California. The airport has one east-west oriented 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. The airport has a field elevation of 7,126 feet above mean sea level. The airport currently accommodates unscheduled air carrier operations and general aviation aircraft operations and provides facilities including aircraft hangars and outdoor tie-downs.

The following Alternatives will be evaluated in the EIS; additional reasonable alternatives may be evaluated in the EIS as a result of the scoping process.

**No Action Alternative:** This alternative consists of no change to Horizon Air operation specifications and no change would occur to the current Part 139 Class IV (unscheduled) certificate status of the airport.

**Proposed Action:** This alternative consists of FAA approval of operation specifications for Horizon Air for scheduled service to Mammoth Yosemite Airport using regional aircraft and approval of a Class I (scheduled service) Part 139 certificate for Mammoth Yosemite Airport. The proposed service would utilize existing Runway 9/27 and existing airport facilities without the construction of new facilities.

Comments and suggestions are invited from Federal, State and local agencies and other interested parties to ensure that the full range of issues, alternatives and impacts related to the proposed action and the alternatives are addressed and all significant issues are identified. Written comments and suggestions concerning the

scope of the EIS may be mailed to the FAA informal contact listed above and must be received no later than 5:00 p.m. Pacific Daylight Time on Wednesday, August 30, 2006.

**PUBLIC SCOPING MEETINGS:** The FAA will hold one (1) public and one (1) governmental and public agency scoping meeting to solicit input from the public as well as various Federal, State and local agencies which have jurisdiction by law or have special expertise with respect to any environmental issue associated with the proposed project. A scoping meeting specifically for governmental and public agencies will be held on Thursday, August 24, 2006 from 1:00 p.m. to 4:00 p.m. Pacific Daylight Time, at the Minaret Village Shopping Center, Suite Z, Town Council Chambers, 437 Old Mammoth Road, Mammoth Lakes, CA. The public scoping meeting will be held at the same location on Thursday, August 24, 2006 from 5:00 p.m. to 8:00 p.m. Pacific Daylight Time.

07/27 08/03/06 (06-393)

**Meeting Sign-in Sheets**



# Governmental and Public Agency Scoping Meeting

## Mammoth Yosemite Airport - Environmental Impact Statement

### Mammoth Lakes Council Chambers

**August 24, 2006 ♦ 1:00 PM - 4:00 PM**

NAME (PLEASE PRINT)	TITLE	ORGANIZATION/ADDRESS
CAMILLE GARIBAYDI	ENV PROTECTION SPECIALIST	FAA - SFO/DO
Rob Clark	Town Mgr.	TOMC
Karen Johnston	Asst Town Mgr	TOMC
Gayle Rosander	Assoc. Planner	CALTRANS D-9
RICK JALI	AIRPORT COMMISSION	TOML
Alexandria Fakhro	Grant Relations Mgr	MUSA
LARRY JOHNSON		MONROE COUNTY
MIKE MCKENNA	Writer	The Sheet
BRENT HARPER	CHIEF	MLFA
Don McHugh	Senior Real Estate Advisor	DWP
Bill Manning	Airport + Transportation Director	Town of Mammoth Lakes







# Public Scoping Meeting

Mammoth Yosemite Airport - Environmental Impact Statement  
Mammoth Lakes Council Chambers

August 24, 2006 • 5:00 pm

NAME (PLEASE PRINT)	ADDRESS (STREET, CITY, STATE & ZIP)
MARIA TURNER	1055 DONAHUE ST #1, SAN DIEGO, CA 92110
Lara Kirkner	PO Box 8938, Mammoth Lakes, CA 93546
PAT KOSTER	85 AIRPORT RD. MAMMOTH LAKES, CA 93546
Neil McCarroll	PO 3339 ML 93546
Tom Woods	462 Hammond St Bishop CA 93514
Gordon Alper	344 Ridge Way Mammoth Lakes
Laine Hendricks	1550 E. Shaw Ave, Suite 114, Fresno, CA. 93710

**Speaker Registration**

Agency **SPEAKER REGISTRATION**

PLEASE SIGN THIS CARD IF YOU WOULD LIKE TO COMMENT AT TONIGHT'S MEETING

NAME (PLEASE PRINT): FRED STUMP

REPRESENTING (Optional): LONG VALLEY FIRE DEPT.

ADDRESS: \_\_\_\_\_

Agency **SPEAKER REGISTRATION**

PLEASE SIGN THIS CARD IF YOU WOULD LIKE TO COMMENT AT TONIGHT'S MEETING

NAME (PLEASE PRINT): Dan Dawson

REPRESENTING (Optional): SNARL - Univ. of CA

ADDRESS: HCR 79, Box 198  
Mammoth Lakes, CA

Agency **SPEAKER REGISTRATION**

PLEASE SIGN THIS CARD IF YOU WOULD LIKE TO COMMENT AT TONIGHT'S MEETING

NAME (PLEASE PRINT): RICK JAWI

REPRESENTING (Optional): TGML AIRPORT  
COM M

ADDRESS: BOX 1717, ML 93546

Public **SPEAKER REGISTRATION**

PLEASE SIGN THIS CARD IF YOU WOULD LIKE TO COMMENT  
AT TONIGHT'S MEETING

NAME (PLEASE PRINT): Stephen KALISH.

REPRESENTING (Optional): \_\_\_\_\_

ADDRESS: 892 Ramrock Dr.

Bishop. (Small meadows) CA.

**Presentation Boards**

# SCOPING

# MEETING

*August 2006*



**EIS SCOPING MEETING**  
**AUGUST 2006**

**PROPOSED HORIZON AIR SERVICE**  
**Environmental Impact Statement**

# REGISTRATION



# PROPOSED ACTION

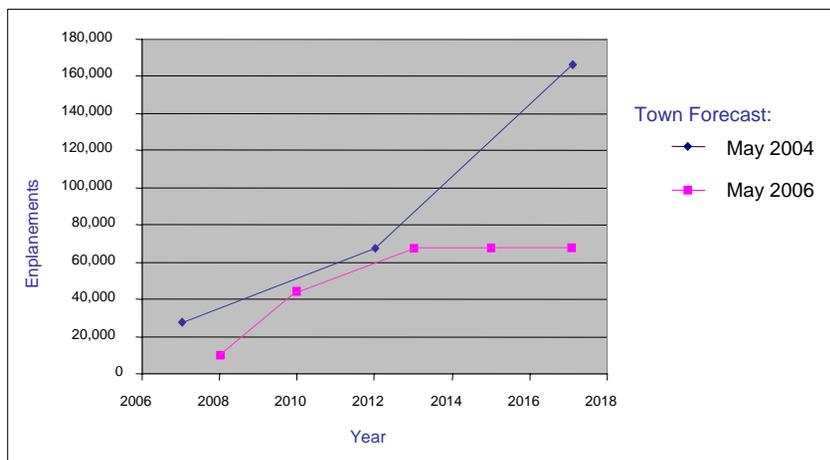
## PROPOSED HORIZON AIR SERVICE Environmental Impact Statement

Horizon Air has provided the FAA with a letter of intent to initiate regional passenger service into Mammoth Yosemite Airport (MMH) using Bombardier DHC-8-402 (Q400 aircraft).

This proposal has replaced the previous proposal to expand the airport runway, aprons, and terminal to accommodate service from the midwest using 757 aircraft.

Horizon Air is proposing to begin scheduled regional air carrier service using existing facilities at MMH beginning in December 2007 with two flights per day from Los Angeles International Airport (LAX) 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 2011. The aviation activity forecast also projects the addition of two flights per day during the summer months beginning in 2012.



Source: Town of Mammoth Lakes

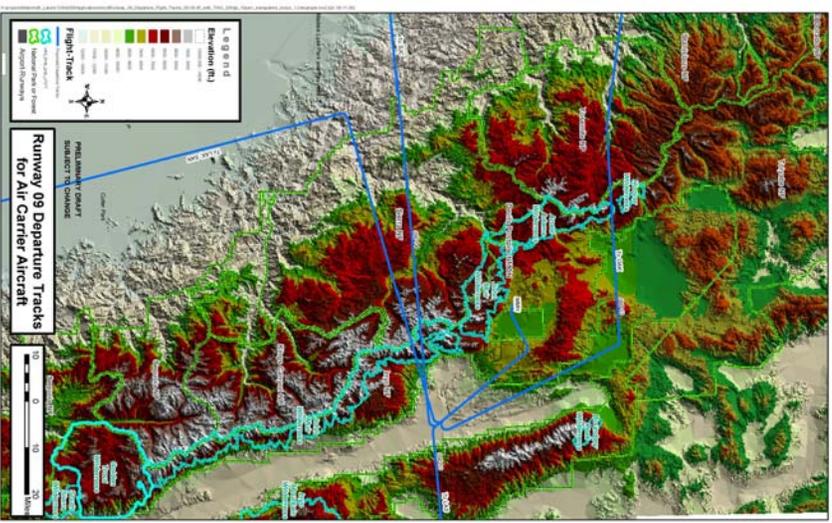
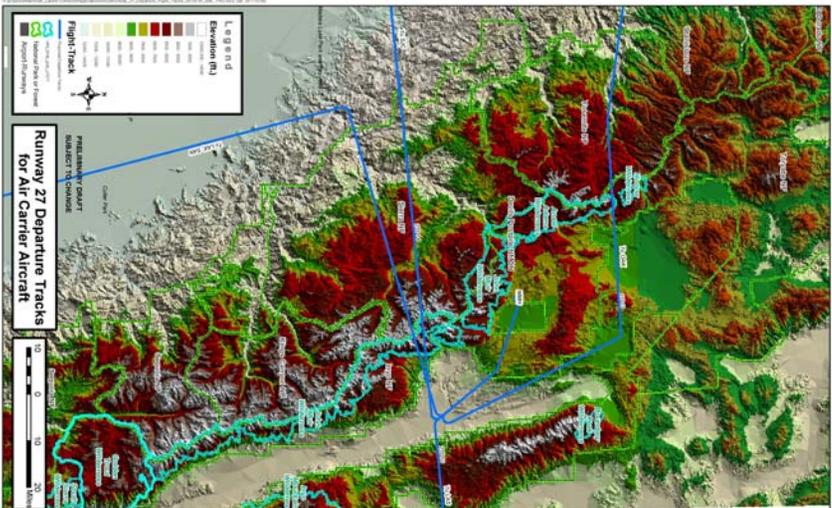


# FLIGHT TRACKS

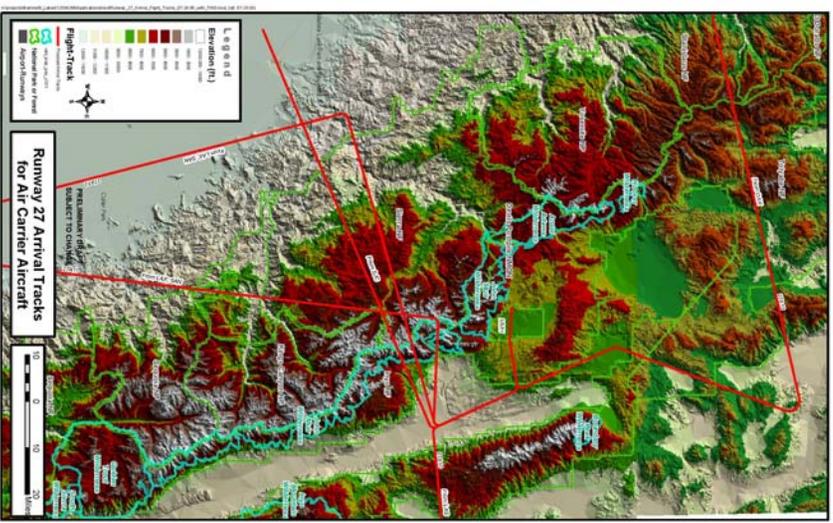
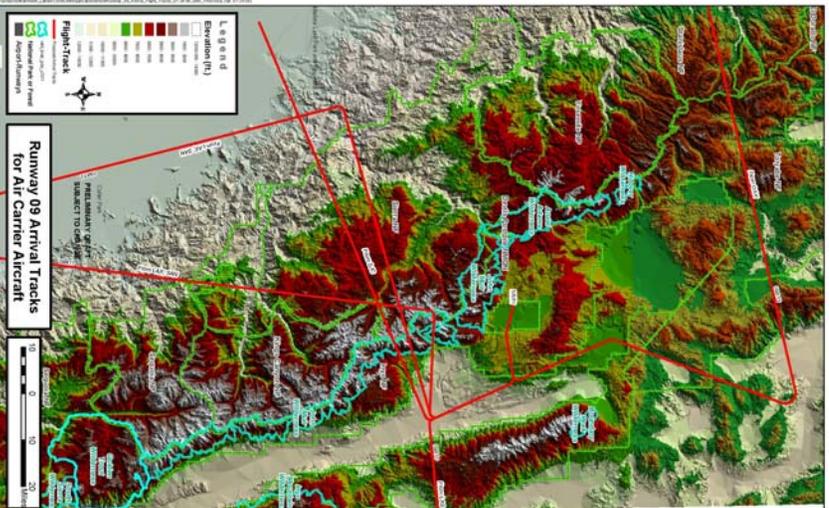
## PROPOSED HORIZON AIR SERVICE

### Environmental Impact Statement

#### DEPARTURE



#### ARRIVAL



# MMH AVIATION FORECAST

## PROPOSED HORIZON AIR SERVICE Environmental Impact Statement

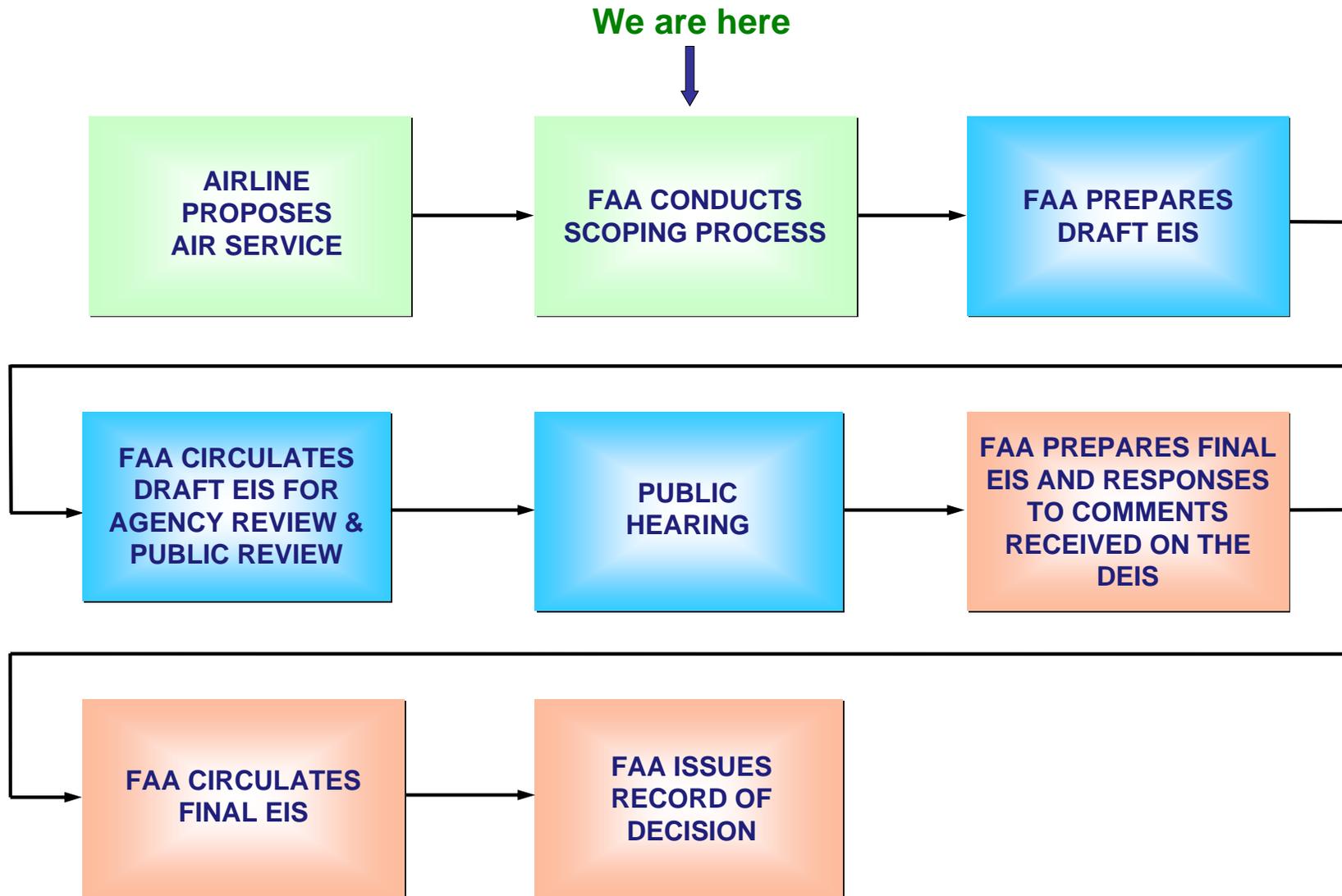
Year	Numer of Flights/Day	Plane Capacity	Number of Days	Load Factor	Projected Enplanements	Destination Airport
FY 2007-08 Winter	2	80	112	57%	10,214	2 x LAX
FY 2008-09 Winter	4	80	112	65%	23,296	3 x LAX 1 x SFO*
FY 2009/10 Winter	6	80	112	82%	44,083	3 x LAX 2 x SFO*; 1 X LAS
FY 2010/11 Winter	8	80	112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

\* SFO or an alternative Northern California airport

\*\*SAN or an alternative Southern California airport

# EIS PROCESS

## PROPOSED HORIZON AIR SERVICE Environmental Impact Statement



# EIS CONSIDERATIONS

## PROPOSED HORIZON AIR SERVICE Environmental Impact Statement

### Environmental Impact Statement

The Proposed Action will require environmental approval by the FAA in compliance with the National Environmental Policy Act of 1969 (NEPA). The preparation of an EIS is a systematic process of gathering and analyzing data in order to assess and document the potential environmental effects of a proposed Federal action such as approval of air service.

The FAA, as lead agency, is preparing this EIS to disclose the potential environmental impacts of FAA approval of Airline Operations Specifications to accommodate the proposed scheduled air service into MMH. Operations specifications include the authorizations, limitations, and certain procedures under which each kind of operation, if applicable, is to be conducted; and certain other procedures under which each class and size of aircraft is to be operated.

This EIS process documents the need for a proposed action, identifies possible alternatives to the action and evaluates environmental impacts. The EIS process also provides a forum for review and comment by appropriate governmental agencies and the general public. These comments will help to guide the direction and focus of the EIS to ensure that local priorities and objectives are properly addressed.

### FAA Orders 5050.4B and 1050.1E impact categories include:

Noise	Historic / Archaeological	Wild and Scenic Rivers
Land Use	Fish, Wildlife and Plants	Farmlands
Socioeconomic Impacts	Wetlands	Energy Supply / Natural Resources
Air Quality	Floodplains	Light Emission and Visual Impacts
Water Resources	Coastal Resources	Construction
Parks and Recreation	Secondary (Induced) Impacts	Hazardous Materials / Solid Waste



# POINT OF CONTACT

## PROPOSED HORIZON AIR SERVICE Environmental Impact Statement

Comment forms are available at this meeting for your written comments. You may submit written comments at this time or mail the comment form to the address listed on the form and provided below. Mailed comments should be postmarked by August 30, 2006.

### MAIL COMMENTS TO:

**Ms. Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
San Francisco Airports District Office  
831 Mitten Road, Room 210  
Burlingame, CA 94010-1303  
Fax: 650-876-2733**



**Letters Provided during Scoping**



Mammoth Yosemite Airport  
 Environmental Impact Statement for  
 Proposed Scheduled Air Service

**Public Scoping Meeting**  
**August 24, 2006**  
**Mammoth Lakes Council Chambers**

## COMMENT FORM

This form is provided to receive your comments regarding the Environmental Impact Statement for Proposed Scheduled Air Service to Mammoth Yosemite Airport. Please use the space provided below attaching additional pages if necessary. Either deposit the form in the comment box, or mail it to the address provided. **Comments must be received no later than 5:00 pm Pacific Daylight Time, on Wednesday, August 30, 2006.**

Please Print: Mammoth is an isolated community.  
Air service is critical for the quality of  
life in Mammoth, as well as a health  
and safety issues. Commercial scheduled  
traffic is important to the economic  
survival of our community. A strong weekend  
resort is not enough. We need to be  
able to attract visitors more evenly and  
provide a wider venue of resort  
amenities.

Mail your comments to:

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

Please Print: Gordon Alpen

Your Name: \_\_\_\_\_

Address: Box 2007  
Mammoth Lakes, Ca.

**Comments must be received by 5:00 pm Pacific Daylight Time, Wednesday, August 30, 2006**



SIERRA NEVADA AQUATIC RESEARCH LABORATORY (SNARL)

HCR 79, Box 198, 1016 Mt. Morrison Road  
MAMMOTH LAKES, CA 93546  
<http://vesr.ucars.org>

August 24, 2006

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

RE: MAMMOTH YOSEMITE AIRPORT EIS SCOPING

Dear Ms. Garibaldi:

The Sierra Nevada Aquatic Research Laboratory (SNARL) is a unit in the University of California's Natural Reserve System. It is a state-of-the-art research station that supports research and teaching from colleges and universities all over the country. In addition, the station offers a K-12 enrichment program that benefits thousands of schoolchildren from Inyo and Mono Counties. Our facility, which has been here since 1935, long before the Mammoth Airport was even a dirt strip, is one of the closest developed areas to the airport. Although we are approximately one mile from the terminal facilities, we are less than one-half mile from the runway. Our operation will probably sustain the most significant impacts from the proposed project.

We have commented in detail previously on the Environmental Assessment for the Mammoth Yosemite Airport Expansion Project. I hope you have those documents. Thank your for the opportunity to offer comments during EIS scoping. Our comments are as follows.

1. Fragmentation of the environmental analysis: The earlier EA frequently referred to the 1997 EIR prepared for the approved hanger, condominium, and retail commercial project (the "Ballas project") at the airport. That project approval is now over 9 years old. The EIS must consider the cumulative impact of that project and the proposed project as the Ballas project is a reasonably foreseeable future project.
2. Noise: We are concerned about the methodology to assess the impact of noise from the project. Common methodology employs averaging algorithms to come up with a Community Noise Equivalent Level (CNEL). While this might be the appropriate methodology for an urban or suburban airport with high aircraft traffic it is inappropriate in this case. In this case, we are dealing with

receptors with extremely low background noise levels. For this reason, it is more appropriate to consider peak noise levels during aircraft takeoff and landing and how disruptive that might be rather than the average noise levels. Based on values ascribed to certain rural landscapes in other documents I would estimate background noise levels at SNARL to close to 20 dB, the level of a "quiet country residence". The issue for us is how noisy is it when a jet lands or takes off. From experience we can tell you that it is so loud, you cannot speak to someone outdoors. The earlier EA indicates that the peak noise of a 757 one mile from the runway end at takeoff is 95 dB. SNARL is located one-half mile from the runway. Peak jet noise here is probably somewhere around 110 dB or 512 times as loud as background. The analysis must consider the impact of peak noise at our facility.

3. Air traffic routing: Residents and users of SNARL are some of the only close receptors for air traffic noise. Furthermore, low flying aircraft over our Reserve may have a negative impact on research, teaching, and wildlife. Routing of commercial air traffic should be done to prohibit flying over the Reserve as they approach or leave the airport.
4. Run-up noise: When pilots perform engine run-up tests in front of Doe Ridge the ridge acts like a giant reflector and directs all the noise south toward SNARL. We have been asking for a solution to the problem for years. The Airport Manager has consistently assured us that this problem is solved. However, pilots still perform their tests in this location despite the Manager's assurances. The Town of Mammoth agreed to the construction of a mid-field run-up area several years ago. A mitigation measure that describes, in detail, how this will be ensured, with a higher level of supervision and penalties, must be included.
5. Traffic: The proposed project, combined with the construction of the Sierra Business Park, has the potential to create a traffic problem. What is required is a detailed analysis of the intersection traffic and safety at Hot Creek Road and US 395. Caltrans records show that the intersection at the Coso Rest Area, which has less traffic than the proposed intersection, has an accident frequency much higher than average. The analysis must consider the cumulative traffic impact of the proposed the project, the Ballas project at the airport (250 condominiums, RV park, retail commercial), and the Sierra Business Park.
6. Visual impacts: The draft EIS must consider the cumulative visual impact of the proposed project and the Ballas project with its 3 miles of hangers, condominiums, and retail. This analysis should also include the proposed fence and the approved billboards (part of the Ballas project).
7. Night lighting: The Town of Mammoth Lakes has failed to deal with the current night lighting problem at the airport. Not only is it a significant impact to the surrounding area, it does not comply with Town code. The existing non-compliant lighting must be replaced and strict night lighting standards must be included in the analysis to protect our dark night skies.
8. Air pollution: The proposed project has the potential to increase the emissions of oxides of nitrogen (NOx) and oxides of sulfur (SOx) by over 2000%. The reason the increase is so dramatic is because our current levels are so low. Detailed analysis as to the potential impact of these increases is required.
9. Water pollution: The project requires the preparation of a comprehensive water quality assurance plan. With scores of separate hanger-owners the potential for chemicals in the septic system is great. I believe many of these hangers are operating as de facto industrial uses. Deicing fluid has the potential to contaminate stormwater runoff. There is huge risk of catastrophic oil or fuel spill and the

potential impact to Convict Creek, Hot Creek, and Crowley Lake must be considered along with the plan for cleanup of such a spill. The plan should prohibit the disposal of industrial waste in the hangers, require all airport facilities, new and existing, to connect to a new package sewer treatment plant, have a fail-safe system for preventing the contamination of stormwater by deicing fluid.

10. Fuel requirements: The EIS should consider the potential impact and risk of moving adequate jet fuel up and down US 395 as well as fuel storage on the airport site.
11. The Green Church: The proposed project may render the Green Church, used by the University as a lecture hall and classroom, as "unlawful for public occupancy". A decision must be made as soon as possible that will allow us to plan for the future use, maintenance, and/or replacement of the building. Professional house movers have examined the church and determined that the building is not suitable for relocation. The EIS should reflect that a replacement building would need to be constructed at the main SNARL campus. It should be noted that infrastructure improvements, replacement water line, new power line, new gas line, new septic system, and new paving, will be required to accommodate a new building. The EA should indicate who the party responsible will be (one presumes the Town) and a timeline for construction that will make the building available for use when the airport improvements are completed.
12. Access road: The access road to the airport from the Benton Crossing Road will be critical for timely emergency response and should be considered in the EIS.
13. Growth Inducing Impacts: Development of commercial air service will induce additional growth in Mammoth, specifically, an increase in the people-at-one-time (PAOT) in the community. This, in turn, has impacts on traffic, noise, wildlife, and quality of life. We have an another ecological reserve located within the Town, Valentine Camp. We are concerned excessive growth in the community will negatively impact the Reserve. The earlier EA broke down, in part, because the FAA failed to include an analysis of the growth inducing impacts of commercial service. We suggest you include such an analysis.

Thank you for the opportunity to comment during the scoping period. Please continue to send all correspondence related to the airport project including the Draft EIS when it is ready. Furthermore, I am happy to meet with you or your consultants to discuss these issues, or others.

Sincerely,



Daniel R. Dawson  
Director



Mammoth Yosemite Airport  
 Environmental Impact Statement for  
 Proposed Scheduled Air Service

**Public Scoping Meeting**  
**August 24, 2006**  
**Mammoth Lakes Council Chambers**

## COMMENT FORM

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Please Print: \_\_\_\_\_

\_\_\_\_\_

*This is not a comment - it's a notice*

*The Sierra Club, National Resources  
 Defense Council, and California  
 Trust will submit written  
 comments by Aug 30th, either  
 jointly or separately.*

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Mail your comments to:

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

Please Print:

Your Name: OWEN MAHOY  
 Address: PO Box 2083  
MAMMOTH LAKES CA 93546  
owen.mahoy@sierraclub.org

**Comments must be received by 5:00 pm Pacific Daylight Time, Wednesday, August 30, 2006**



Mammoth Yosemite Airport  
 Environmental Impact Statement for  
 Proposed Scheduled Air Service

**Public Scoping Meeting**  
**August 24, 2006**  
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## COMMENT FORM

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Please Print: \_\_\_\_\_

*Could include advertising in the Inyo Register too.*

Mail your comments to:

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

Please Print:

Your Name: *Gayle Rosander*  
 Address: *Lathram's Dr.*

**Comments must be received by 5:00 pm Pacific Daylight Time, Wednesday, August 30, 2006**



## 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.

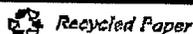
The Town is the project proponent and the Federal Aviation Administration (FAA) is the lead agency for the project under the National Environmental Protection Act (NEPA).

#### 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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August 29, 2006

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**

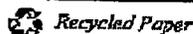
The Water Board will be a responsible agency under NEPA. Our comments for the scope and content of the EIS apply to any environmental documents that are prepared to accommodate expanded service, and are as follows:

#### **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***



Ms. Garibaldi

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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.

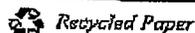
#### **Permit for Industrial Activities**

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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August 29, 2006

### 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.

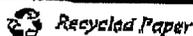
#### *Septic System and Sewer Capacity*

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, 2008

*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 4.9-8) 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.

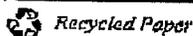
The U.S. Army Corps of Engineers (ACOE) should be contacted for information on obtaining Federal permits for projects in floodplain and wetland areas. If Federal permits are necessary for work in floodplains and wetlands, you will need to apply to the Water Board for a Clean Water Act Section 401 Water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

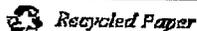


Judith Keir  
Environmental Scientist

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:\CEQA\JMK\2006-07-4003 NOP Mammoth Airport DEIR.doc

**California Environmental Protection Agency**





*Range of Light Group  
Toiyabe Chapter, Sierra Club  
Counties of Inyo and Mono,  
California*

August 28, 2006

Ms. Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
831 Mitten Road, Room 210  
Burlingame, California 94010-1303

Re: Draft Environmental Impact Statement (DEIS)  
Proposed Air Service for Mammoth Yosemite Airport, Mammoth Lakes, California.

By Email and U.S. Express Mail

Dear Ms. Garibaldi:

Thank you for the opportunity to comment on the subject DEIS. The following are the joint comments of California Trout, the Natural Resources Defense Council, and the Sierra Club. The National Parks Conservation Association is commenting separately.

Our organizations have a long involvement with this region. Many members reside in the area, and many others are regular visitors.

#### **Introduction**

Our organizations are not opposed to reasonable levels of regional air service that would contribute to economic diversity and reduce the dependence on boom-and-bust seasonal tourism. This new proposal has less severe environmental impacts than the last one (2000-2002), but the number of enplanements is still about one-fifth of the 333,800 proposed before, and more than the area has ever experienced. There is reason to believe that the proposed level is not economically feasible. The regional population can barely support one community airport, not two. The more highly-developed and safer Eastern Sierra Regional Airport at Bishop, with its lower altitude, three runways, lack of obstructions, and lower crosswinds, seems certain to be the eventual winner in an economic competition. This economic tradeoff should certainly be considered, even though Horizon Airlines is primarily interested in serving MMH.

The following issues in particular need detailed consideration. This is the same list identified in our scoping letter of December 19, 2003 for the earlier expansion project. Most of our concerns have to do with the impact of air service, not of airport construction not now proposed. The analysis done for the previous DEIS should be directly applicable.

- Need for the planned air service.
- Competitive and lower impact alternatives, such as use of the existing airport at Bishop.
- Details of all proposed air traffic and routes, with the maximum number of flights on each route, especially over communities including Bishop and neighboring communities in Inyo County, public facilities, and public lands.
- Direct and cumulative impacts of the increased air traffic, visitation, and growth on water supply, water quality, air quality, solid waste disposal, auto traffic, both within the Town of Mammoth Lakes and the neighboring areas of Inyo and Mono County.
- Direct and cumulative impacts of aircraft and other noise on local communities and public lands.

- Quantitative evaluation of the efficacy of any proposed mitigations.

The previous (2000) FEA (Ref. 1) presented no substantial evidence that rural airports significantly benefit tourism. A more realistic justification might be an increase in business travel to benefit the area's economic diversity.

**Need for Review of Air Traffic Projections** – Forecasts for MMH have naively compared this airport, with its small local population, with rural airports in Colorado with large county populations and more diverse economies. The 2005 estimated population of Eagle and Summit counties near EGE is over 70,000; the population of Routt and Moffat Counties near HDN is over 30,000.

Another consideration in this review should be the number of aircraft it is feasible to have at the airport at one time. Passengers may prefer to fly at certain hours (morning, evening), but ramp space is limited.

We believe that all environmental impact analyses should be based on maximum capacity of the proposed or alternative airport, and that maximum should become the legally enforceable maximum in the future, independent of any future FAA rules, changes, or airline industry "re-interpretations." Otherwise, these DEIS analyses are fundamentally flawed. Alternatively, if forecasted activity levels are used instead of maximums, those levels should become legally enforceable as maximums.

### Consideration of Alternatives

Other alternatives must be considered. Besides the No Project Alternative, in particular the use of the Eastern Sierra Regional Airport at Bishop.

**Weather** – MMH is subject to frequent weather closures.

**Crosswinds** – The sole runway at MMH is not laid out parallel to the prevailing wind direction, but parallel to US 395, so that crosswinds are more severe than airports with regulation runway layouts. There is no crosswind runway. Takeoffs to the east have a prevailing tailwind.

**Volcanic Action** - The Mammoth-Yosemite Airport is almost at the center of the Long Valley Caldera, one of the most volcanically-active places in the world, with frequent earthquakes. The swelling of the magma chamber below the hills west of the airport is causing the ground surface to rise by about one centimeter per year. The hills that must be avoided by aircraft taking off to the west are part of the resurgent dome of the caldera. The DEIS needs to consider an alternative location!

**Expansion of the Eastern Sierra Regional Airport at Bishop** - Inyo County conducted an expansion study performed by Coffman Associates. There is no present plan to implement this expansion, but there is an ongoing project to obtain commercial air service. The improvements are mostly on the land side.

Any expansion alternative at Bishop beyond the present minimal certification effort should be subject to the same analyses required at Mammoth, including the effects of noise locally and over public lands. The Coffman report lists some of the issues to be considered.

**Use of Alternative Modes of Transportation** - This alternative has particular relevance for travel to and from Southern California. Historically, Southern Californians have preferred to drive to Mammoth. Airline traffic amounted to less than 50 enplanements per day. We ascribe this low level to several factors: high cost, the inconvenience of travel to Los Angeles airport on jammed freeways, and the nuisance of checking in with skis and baggage. Driving is less expensive and more convenient, and so expecting air travel to reduce auto travel is unrealistic. The federal decision (Ref. 2) says it is "wishful thinking."

Buses have always brought more people to Mammoth than airplanes. Development of adequate bus service to Southern California should be considered as a serious alternative to regional jet service that will have different impacts on traffic, growth, and air pollution. During the past few years, bus-friendly older ski lodges have been systematically converted to employee housing. Better arrangements for buses within the communities will have impacts on traffic, air quality, and noise, and will have socioeconomic impacts that should be considered.

### Airport Operations

Some new infrastructure identified previously may still be needed even with a reduced number of flights.

**Fuel System and Supply** - The DEIS should contain a detailed description of the airport fueling system, including tank volume, the fueling area, and fueling methods, together with quantitative estimates of the amount of fuel required for the mix of aircraft and number of flights proposed. Because fuel brought by trucks will be transported for hundreds of miles along public highways through small rural communities with limited ability to respond to a fire or fuel spill, the DEIS should describe how such trucks will bring fuel to the airport, including the capacity of the trucks, the frequency of trips, and the detailed routes. The DEIS should evaluate the noise, traffic, air pollution, and frequency of catastrophic fuel spills along the routes in the communities through which the fueling trucks will pass. Caltrans and local authorities should be consulted on such fuel transportation plans.

**Water Supply** - Because the proposed operation results in more activity at the airport, the need for an increased supply of water for human use and fire protections should be evaluated.

**Details of Sewage Plant and Its Cumulative Impacts** - In the public agency coordination phase for the earlier proposal, the Lahontan Regional Water Quality Control District stated that a sewage plant is required at the airport. If this conclusion is still true given the reduction in enplanements, the DEIS should include a full description of this plant, including the method of disposing of effluent and cumulative residual effects on groundwater.

**Details of Stormwater Control System** - The DEIS should contain a complete description of this system which will meet the requirements for containing the runoff. We note that the runoff may amount to several acre-feet even from the existing paved areas. The DEIS should describe the stormwater collection system, the areas to be protected, the method for purification, and the amount of groundwater contamination from unprotected areas.

Further requests for the analysis of water and air quality impacts of these items appear in the appropriate sections below.

#### **Cumulative Physical and Socioeconomic Impacts of Increased Visitation, Growth, and Sprawl**

An issue in the previous proposal was the growth impact of air service. With respect to the previous FEA (Ref. 1) the federal decision says,

**"Although the FEA shows eight projects in the region near the airport... defendants unreasonably limit the cumulative impacts discussion to two projects that are in the vicinity of the airport..."**

**"Nowhere does the FEA consider the impact that this doubling in hotel and motels, and this resulting increase in population, will have on the region's air and water quality, sewage treatment facilities, traffic and the like."**

**"Common sense dictates that improving an airport to introduce regular commercial air service in an area known for, and reliant on, tourism, will have a substantial impact on a number of environmental factors."**

In particular, the earlier FEA asserted that all growth in Mammoth had already occurred. This information was incorrect. Since the time of the previous FEA, a number of projects have been proposed or discussed, including but not limited to the second phase of North Village, 8050, Mammoth Crossing, Clearwater, Snowcreek Village, and a number of smaller projects. It is irrelevant whether any general or specific plan has considered future growth, because impacts are to be evaluated against existing conditions, not hypothetical future conditions.

**Growth and Sprawl** - The analysis of growth impacts should be much more detailed. The FEA failed to show any correlation between visitor-days and air travel, but the same data show a high correlation between air travel and population growth. Increased population will have cumulative impacts in addition to the impacts of increased visitation. In the early 1990 census, the population of Eagle County, CO, was 22,000; now, it is estimated at 47,500 (U.S. Census, 2005 estimate). How much of this growth was caused by the airport expansion at EGE, and how much by improvements to I-70?

- Although the Town claimed that all foreseeable development has already occurred, the general plan permits much more, and the general plan revision being discussed may permit even more. The projects considered should be all those proposed to or approved by the Town and County Planning Commissions since 2000, except for single family homes.
- Proposed projects are not limited to Mammoth Lakes and vicinity. Intrawest is proposing large development in June Lake, which will have impacts on that area and on traffic on US 395. These impacts must be considered.
- Within a few miles of the airport, there is private land equal in area to several times that of the Town of Mammoth Lakes. This land is in the county and outside the Town's jurisdiction. What mitigation measures does the Town propose to prevent sprawl in these areas?

**General Plan Revision** - Developers, presumably inspired by the golden promise of large numbers of prospective buyers arriving by air, are proposing and construction high-rise hotels and similar facilities, seeking changes in the Mammoth Lakes General Plan. If the airport DEIS is to be based on the revised General Plan, there is the awkward consideration that the General Plan will need a new EIR under CEQA, a process that will take some time. Which revision of the General Plan is the airport EIS to be based on? Will it serve the public interest to base it on an obsolete document?

**Water Supply** - The Mammoth Community Water District has determined that with present zoning, there will be not quite enough water at buildout. The DEIS needs to address this issue with respect to the growth plans. If an area is up-zoned for a large facility, some other area will have to be down-zoned.

**Airport-Dependent Growth** - It is absurd to contend, as the Town did, that airports do not promote growth. Could one claim that the transcontinental railroad did not promote growth in the West? If the airport will not promote growth, why are developers and real-estate investors its main advocates?

The DEIS needs to quantify the growth expected as a result of the airport expansion. Present development plans include a number of projects identified in their promotions as dependent on the airport for success. These projects will require more employees and will attract other permanent residents. The analysis must include growth in needed infrastructure and services such as schools, health facilities and services, and the like.

The DEIS should contain an accurate and well-supported prediction of the population growth produced by increased air travel.

A realistic prediction must use published and validated models for airport-dependent growth. Several model results should be compared in an objective manner.

**Sprawl** - The Town of Mammoth Lakes denied in the FEA that any sprawl could occur outside Town limits, but the Town has no control over development of private land along US 395 and elsewhere in Mono County, where there are a number of private enclaves. It is well known that sprawl is related to population growth. The DEIS should provide predictions of sprawl using accepted sprawl models, and suggest methods of preventing and mitigating such sprawl by Town-County agreements, conservation easements, or other means. The Sierra Club website provides guidance and a bibliography. See Ref. 4.

#### **Aircraft and Other Noise**

Noise will be produced by aircraft flights and ground operations, auto traffic on the highways and in the communities, and by the increased noise from visitors themselves and from service vehicles needed to cope with the increased numbers of visitors. All of these impacts should be evaluated.

**Misleading Nature of CNEL and DNL Analysis** - These methods are intended for land use planning near urban airports. While the number of projected flights at the Mammoth-Yosemite airport is large for such a small rural airport, it is not large compared to the number at an urban airport. Because of the relatively infrequent flights, and because flights occur mainly in the daytime, the daily averaging used in the DNL and CNEL methods underestimates the actual noise impact on nearby communities.

For example, US 395 and the proposed aircraft operations at the airport are only a few hundred feet from the runway centerline. The approach noise from a Q-400 is 81 to 83 dBA at a distance of 6500 meters (4

miles) (Ref. 5). On US 395, at the housing facilities at the airport, and under the takeoff paths, the noise level will be very much higher. We estimate almost 120 dBA.

Because of limitations on departure climb rate and approach glide slope, altitudes of the flight paths near the airport will be low. All noise calculations need to be made for correct flight altitudes.

**Noise Impacts on Wildlife** - The CNEL and DNL noise standards are based on the frequency of complaints by humans. Wildlife cannot complain. Noise impacts on wildlife should be based on quantitative studies of the effect of noise on wildlife populations, including reproductive success.

**Noise Impact on Grazing** - Cattle and sheep grazing is a major component of the Mono County economy. The proposed flight paths go at low altitude directly over heavily-grazed areas to the north and east of the airport. The impact on grazing activities should be evaluated.

The FICAN website says, "The Air Force is examining the effects of overflights and aircraft noise on domestic, grazing and wild animals, as well as on birds of prey and predator-prey relationships. The Air Force also is developing a noise monitor to track noise exposure of wild and domestic animals."

**Noise over Local Communities and Facilities** - Because the FEA does not contain a specification for routes of aircraft except in the vicinity of the airport, the analysis of local noise is incomplete. The DEIS should contain a complete analysis of noise over local communities from June Lake to Bishop.

What is important for these communities is the excess of single-event aircraft noise over ambient noise, and the total time such noise exceeds a conservative level on any day. We request that worst-case single event (SENEL/SEL) noise and time above 55 dBA be calculated for at least the following locations:

- Mammoth Lakes Elementary School;
- Mammoth Pacific geothermal plant;
- Old Sheriff's substation at Sherwin Creek Road;
- Campgrounds along Sherwin Creek Road;
- Sierra Business Park;
- Airport hotel, condominium, and RV Park development;
- US 395 across from takeoff point and along approach corridors;
- Convict Lake Restaurant;
- Hot Creek Fish Hatchery;
- Hot Creek Ranch;
- Nearest part of Hot Creek proposed for Wild and Scenic River designation;
- Sierra Nevada Aquatic Research Laboratory;
- Grazing areas east and north of the airport;
- Sage grouse leks near the airport (nearest leks to flight paths);
- Caltrans highway maintenance facility on US 395 east of the airport;
- Housing and businesses at the Long Valley and McGee Creek exits from US 395;
- Crowley Lake Community Center;
- Aspen Springs;
- Tom's Place and Sunny Slopes;
- Swall Meadows;
- Paradise;
- Bishop High School;
- Rovana.

Many of these places have residences, especially mobile homes, that are not well-insulated for sound, so that no building attenuation should be assumed. The analysis should consider interruptions of human communication and sleep by noise events.

Noise should be calculated for the flight track nearest the place listed, including flights going to all destinations, not just to the eastern United States.

**Noise Over Public Lands** - Flight paths to nearby major cities may go directly over national parks. High altitude of flight is not necessarily relevant, because there are areas within a few miles of the airport with elevations over 13,000 feet. Unless the routes are suitably restricted, the following parks at least are affected:

- Flights to Los Angeles and Southern California go over Sequoia-Kings Canyon National Park and several wilderness areas.
- Flights to Las Vegas go over Death Valley National Park.
- Flights to San Francisco and Sacramento go over Yosemite National Park, Ansel Adams Wilderness, and possibly the Devil's Postpile and other national monuments. A direct line from MMH to SFO goes over Badger Pass, only a few miles south of Yosemite Village.
- Almost any route over the Sierra Nevada to the west of the airport will overfly USFS wilderness areas, especially the Ansel Adams, Golden Trout, Hoover, and John Muir wildernesses.

Clearly the noise issues cannot be addressed without a complete plan for the routes and aircraft types to be flown.

**Applicable and Relevant Laws and Policy** - Public Law 106-181, Sec. 802, signed into law on April 5, 2000, contains Congress' determination that the Federal Aviation Administration "has the authority to preserve, protect, and enhance the environment by minimizing, mitigating, or preventing the adverse effects of aircraft overflights on public lands."

*The FAA Draft Noise Abatement Policy 2000* - issued July 14, 2000 - signaled its intent to update its policy with respect to the national parks, specifically with respect to mitigation.

The National Park Service has succinctly summarized its authorities, policies, and responsibilities re natural quiet protection in a paper, "National Park Service Noise Issues," presented at the Federal Interagency Committee on Aviation Noise (FICAN) "Symposium on the Preservation of Natural Quiet" (1998, Ref. 6). These authorities include:

- The Park Service's Organic Act, Title 16 U.S. Code Section 1 *et seq.*;
- The National Parks Overflights Act of 1987, PL 100-91;
- The NPS Report to Congress (1994) on noise associated with aircraft;
- The NPS General Management Policies 2000; and
- NPS Director's Order 47 (2000) re Soundscape Preservation and Noise Management.

We ask that FAA consider the following requests regarding metrics and maps to be used in the development of the DEIS:

**"Median Quiet Interval"** - We request that the FAA employ a supplemental metric, the "Median Quiet Interval" (MQI), for a variety of sites within the affected public lands. The MQI is defined as the median time interval where there is no motorized noise-intrusion audible. This would provide a key, "user-friendly" impact assessment indicator. The FAA and the NPS would thus assess the time intervals between passage of aircraft and the resultant disturbance of natural quiet, in the back-country sites within national parks and wildernesses.

The time period between noise events should be fully extended once mitigation has been accomplished, so as to consistently permit an average MQI of at least 60 minutes throughout the day and night. Through all times and seasons, this would consistently allow quiet and contemplative experience of the grandeur within the backcountry zoned portions of the parks and wildernesses.

**"Time Above" Metric** - We request, (consistent with the concluding sentences of the May 24, 2002 Federal Appeals Court for the District of Columbia decision, Ref. 7), that the FAA employ a Time Above Metric, specifically, "Time Above L90 of the soundscape." (In general terms, this would then be *Time Above 20 dBA* for most sites within national parks.)

**Discontinue Use of DNL and CNEL for National Parks** - We request that DNL and CNEL not be used as metrics for national park areas, for reasons which have been repeatedly stated for the record by the Park Service itself. DNL and CNEL are inappropriate for such noise-sensitive locations. These are urban metrics, which tacitly assume people are subject to noisy background environments during the day.

**Maps** - Please provide maps of flight paths over all USFS wilderness and national park back-country and front-country sites, similar to what was provided by the FAA in its January, 2001 SDEIS for "Cal Black Memorial Airport, Halls Crossing, Utah," listed as Fig. IV. 9, "IFR Flight Paths for Cal Black Memorial Airport, June 3, 1998," at page 4-24.

These charts will help the reader grasp the typical daily distribution of the aircraft noise load on various sites within these public lands. The maps chosen would be based on (1) the 24-hour day, and (2) daylight hours only and night-time hours only, for appropriate comparison.

**Other Supplemental Metrics** - The FAA and the NPS should carefully review the February, 2002 Recommendation and Finding of the FICAN, based on its February 2001 "Symposium on the Value of Supplemental Noise Metrics in Aircraft Noise Analysis," along with all symposium papers (Ref. 8), available on the Web.

**Psycho-Acoustic Review** - Since contemplative recreational opportunity during extended periods of natural quiet is at the heart and soul of the back-country visitor experience, the FAA and the National Park Service should review new studies utilizing psychological scales for assessing noise impacts on back-country or contemplative-recreation users. These go beyond the standard "Annoyance" or "Interference" paradigms.

Consistent with these studies, the DEIS should list and qualify psychological impacts on backcountry users exposed to hours and/or days of unmitigated, unceasing and increasing overflight noise.

**Increased Local Traffic and Activity Noise** - The DEIS should provide a quantitative estimate of the increase in traffic and other urban noise caused by increased visitation and growth. Note that the Town of Mammoth Lakes, Caltrans, and the Mammoth Mountain Ski Area (MMSA) use large amounts of heavy diesel-powered equipment for snow clearance. Furthermore, MMSA uses explosives for avalanche control. Increases in skier days will increase the number of urns that must be opened and therefore the amount of blasting. The DEIS should quantify the increase in noise.

Because of projected airport-dependent "world-class destination resort" development, increasing real estate prices are forcing employees out of town because of a lack of affordable housing. This increases traffic on US 395. The increase in noise should be evaluated.

### **Vehicular Traffic**

The DEIS needs to provide a credible analysis of all vehicle traffic, including that induced by increased visitation and growth. This estimate needs to include the service vehicles required for deliveries, snow clearance, and snow grooming, because of their high particulate emissions which contribute to the PM-10 burden. The area is supplied by high-emission diesel trucks from both Northern Nevada and Southern California.

**Cumulative Traffic Impact Between and Within Communities** - The DEIS needs to provide a quantitative analysis of all traffic resulting from increased visitation and growth, not merely traffic on US 395.

**Replacement of Automobile Traffic by Air Service** - The previous FEA said that there would be significant decrease in traffic on US 395 because visitors would travel by air rather than by auto. This absurd conclusion is unsupported by any evidence. The federal decision says,

**"This statement seems at most disingenuous or at least wishful thinking."**

The majority of visitor traffic comes from Southern California. Historically, commercial air travel from that area has been limited to less than 50 people a day (4190 enplanements in 1995). A prohibitive number of regional jet flights is required to replace even a fraction of the auto traffic, considering that much of the traffic occurs on weekends. As one local resident said, "Filling Mammoth Mountain with air travel is like filling a dump truck with a spoon."

One stated purpose of the Mammoth-Yosemite airport is to sell real estate. Plans exist for the development of thousands of units. All of these units are to be owned by private parties, who will seek to visit their units. Many of the buyers will come from Southern California, and will add to the auto traffic

when they visit. Growth in employee commuting, deliveries, and other services will also contribute to the traffic.

**Airport-Generated Traffic** – The DEIS should provide estimates of airport-generated traffic, including employee traffic, for peak winter and summer periods.

### **Air Quality**

The federal decision says,

**“Defendants’ conclusions about the airport project’s impact on air quality are not supported by evidence in the record and are therefore unreasonable and show that defendants failed to take a hard look at the air quality issues raised by the airport project.”**

**Cumulative Emissions** - The DEIS needs to compute the cumulative emission, not only from the airport, but also from the effects of increased visitation and growth within the Town of Mammoth Lakes and other affected communities, including those whose populations will increase as a result of employees forced to move there by high housing prices. Sources should include, but are not necessarily limited to:

- Aircraft and airport service vehicles
- Fueling emissions, including averaged spills
- Developments at the airport (hotel, restaurant, RV park, condominiums)
- Sierra Business Park
- Existing and increased traffic on US 395 (more deliveries, more local traffic).
- Increased traffic, wood burning and propane use, snow removal and service vehicle use and other emissions in the towns as a result of increased visitation and growth.
- Use of volcanic ash and other dust generators on snowy roads for traction.

**Toxic Emissions** - The DEIS should contain an estimate of toxic emissions resulting from air travel, increased visitation, and growth as requested by the California Air Resources Board.

**Mitigations** - Mitigations considered should include conversion of the private and public diesel service fleet to propane, and the immediate replacement of all woodstoves not conforming to EPA regulations, together with adequate insulation of rental units. Many employees are forced to live in poorly insulated buildings with no central heating. Complete elimination of woodstoves is not a practical possibility, and so a program of stove replacement and insulation may need to be established, perhaps financed by Town loans to landlords.

### **Water Quality**

The DEIS needs to consider quantitatively the risk of contamination by carcinogenic pollutants of the water used by millions of people. For a catastrophic event, the proper measure is not the hopefully near-negligible risk but the product of risk and the cost of damage.

**Aircraft Exhaust** - The DEIS needs to analyze at the contamination of surface water by aircraft exhaust. The endangered tui chub habitat and stream water purity may be affected by such atmospheric contamination as well as by groundwater pollution.

**Fuel Spills and Leaks** - Contamination by spills of fuels and other hazardous material is not prevented by having a cleanup plan in a filing cabinet. A spill is a catastrophic event, and in the porous and fractured ground in the Long Valley Caldera a cleanup effort may not be fully successful. The DEIS needs to make a complete estimate of spills and leaks, including spills from trucks bringing fuel to the airport.

**Fuel Dumping**- A fuel dump anywhere above the Owens Valley will contaminate the water supply for the City of Los Angeles. The DEIS should provide an estimate of the frequency of dumping and the composition and quantity of contaminants dumped.

**Aircraft Accidents** - While aircraft safety is not considered an environmental factor, fuel spills from crashes or other mishaps certainly are. The Mammoth-Yosemite Airport experiences fairly frequent accidents because of crosswinds and obstructions. Large quantities of fuel can be spilled from large aircraft during such events, with serious consequences as we saw at the World Trade Center on 9/11. The DEIS needs to quantify this risk.

**Sewage Effluent** - The cumulative toxic and biological contamination from the airport sewage plant needs to be analyzed for maximum occupancy of the airport and planned improvements (hotel, restaurant, RV park, transient housing). Residual contamination from the Town's sewage ponds resulting from increased visitation should be included.

**Stormwater Runoff** - The DEIS needs to analyze the total amount of contaminants from such runoff, including the residual contamination of the runoff purification system.

**Effects of Increased Visitation** - The increased visitation to local communities has a water quality impact through runoff, additional sewage, and fuel and contaminant spills. These impacts need to be quantitatively analyzed as noted earlier.

The DEIS needs to make a detailed assessment of the cumulative impact of water supply contamination from these and any other sources, including the number of cancer cases resulting from the expected frequency and magnitude of spills.

### **Historic, Architectural, Archaeological, and Cultural Resources**

The Area of Potential Effect (APE) in the FEA was limited to the neighborhood of the airport itself. The additional visitors will certainly not spend all their time at the airport. The APE needs to be expanded to cover the area from Mono Lake to Tom's Place, including the canyons served by roads and trails. There are, for example, numerous petroglyphs in the region between the airport and Bishop that have suffered heavily from illegal removal by visitors. The Paiute tribe needs to be made aware that the proposed visitation will affect the entire area, including many of their ancient cultural areas.

The DEIS needs to consider the effects of increased visitation and growth in the wider region. There are more endangered species in this area than are listed in the FEA. The DEIS needs to define a much wider area in which impacts on various species must be considered, at least from Mono Lake to Tom's Place, including trails and back roads.

### **Endangered and Threatened Species and Other Wildlife Impacts**

The DEIS should take account of all comments on the DEA or otherwise by the California Department of Fish and Game, U.S. Fish and Wildlife Service, and members of the public who commented on wildlife issues. See for example Ref. 3.

**Tui Chub** - This endangered fish resides near the Hot Creek headsprings. The DEIS should contain quantitative estimates of airborne and groundwater pollutant concentrations resulting from operations and construction at the Mammoth-Yosemite airport.

**Bighorn Sheep** - This species is highly endangered, with only a few hundred individuals left. One of the principal remaining herds lives in the Wheeler Ridge area, under a flight path often used by aircraft flying to and from Los Angeles. Herds and individuals exist from south of Shepherd Pass to north of Lee Vining. The DEIS needs to provide an adequate study of the effects of air travel on this species, and provide a plan for controlling flight paths to reduce impacts to insignificant levels. Noise levels should be reduced below the level of audibility for a sheep (not a human).

Note that much of the bighorn range is outside wilderness areas, and is therefore not protected by wilderness permit controls, which usually don't apply to day visitors anyway. The USFS has established special regulations for some of these areas.

**Sage Grouse** - The FEA and SSEIR contain tutorials on the local sage grouse, but no substantial evidence that the impacts of the activities at the airport would not have a significant impact on the species. The effects on the nearby leks and habitat from aircraft noise, other human activities, air pollution, and pollution of the ground surface and surface water need to be quantified.

**Mule Deer** - To reach their winter quarters, mule deer must migrate through the vicinity of the airport. The FEA and SSEIR promised mitigation by providing a small amount of local habitat. But the deer are not interested in staying in snow country; they are interested in migrating to the south. The DEIS needs to take a hard look at the cumulative impact of construction in the neighborhood of the airport on the

difficulties faced by the deer, including interference with mating, reproduction, and mortality from traffic and delay.

### **Wetlands**

While there may be no wetlands on airport property, much of the land north and east of the airport and generally west of Crowley Lake consists of wetlands with numerous seeps and springs. This area can collect toxic components of aircraft exhaust. The surface and subsurface flow goes into Crowley Lake, part of the water supply for the City of Los Angeles. The area used to compute the contamination of this water needs to be based on the entire area, not just the area of the airport.

### **Wild and Scenic Rivers**

The Hot Creek has been proposed for designation as part of the Wild and Scenic River System. The single-event noise from a Q-400 on approach is 81-83 dBA at a distance of 6500 meters, or four miles (Ref. 5). The river section in question is only two to three miles away. At two miles, the noise will be almost 90 dBA. This is hardly "inaudible." For a glide path distance of 5 miles at a 3-degree glide slope, the altitude above the airport is only 1382 feet, and an aircraft at that altitude will certainly be both audible and visible. The DEIS needs to provide a credible analysis of noise impact at the Hot Creek.

### **Energy and Natural Resources**

The DEIS needs to consider the impact on energy needs throughout the region as a result of increased visitation and growth. The FEA considers only the usage at the airport. Added impacts could include the addition of facilities and services by resource providers. Extensive use of geothermal energy is proposed, but this resource is not necessarily inexhaustible, and geothermal wells and facilities will be needed to supply it. The conservation measures needed to improve air quality will influence energy needs.

### **Light Emissions**

Light emission is a serious problem in the area and will be worsened by increased visitation and growth. The Town of Mammoth Lakes has a modern ordinance, but no control over emissions outside the Town limits. The DEIS should evaluate the effects of growth on light emissions in the entire region.

### **Solid and Hazardous Waste**

The DEIS should include the effects of growth on the production of waste in the town as well as at the airport.

Because the Mono County landfill is nearby, there may be problems with bird strikes. This area is in the Pacific Flyway, and large numbers of seagulls frequent the region.

The need for an evaluation of fuel and other hazardous waste spills into groundwater and the Los Angeles water supply is noted above.

### **Conclusion**

We hope that the FAA will provide sufficient analysis to assuage the concerns expressed above.

Sincerely,

J. Owen Maloy, Ph. D. Chair  
Range of Light Group Toiyabe Chapter, Sierra Club owen.maloy@verizon.net 760-934-9511

James Edmondson, M.D.  
Conservation Chair, California Trout

Johanna Wald, Senior Attorney  
Natural Resources Defense Council

**References:**

1. *Final Environmental Assessment, Mammoth-Yosemite Airport Expansion Project*, December 2000 (the "FEA").
2. *California v. United States Dept. of Transportation* (N.D. Cal. 2003) 260 F.Supp.2d 969, 974 (the "federal decision").
3. *Airport*, Comments on DEA by Denyse Racine, California Department of Fish and Game, November 14, 2000.
4. *Stop Sprawl - New Research on Population, Suburban Sprawl and Smart Growth*, <http://www.sierraclub.org/sprawl/population/whitepaper.asp>.
8. *Estimated Aircraft Noise Levels in A-Weighted Decibels*, FAA Advisory Circular AC 36-3H, April 25, 2002.
9. *Symposium on the Preservation of Natural Quiet*, FICAN, November 3, 1999,
10. *Grand Canyon Trust v. Federal Aviation Administration* (United States Court of Appeals, DC Circuit, Case No. 01,1154, May 24, 2002).
11. *Symposium on the Value of Supplemental Noise Metrics in Aircraft Noise Analysis*, FICAN, February 28, 2001, <http://www.fican.org/pages/sympos03.html>.

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29 August 2006

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Transmitted via facsimile to 650-876-2733.

RE: Mammoth-Yosemite Airport EIS for Proposed Sch. Air Service

Dear Ms. Garibaldi:

Thank-you for the opportunity to comment on the scope of the latest iteration of a Mammoth-Yosemite Airport Environmental Impact Statement (EIS), both at your public scoping meeting on the 24th, and here again in writing.

We should all wish to avoid another disaster like the one that befell Comair Flight 5191 this past weekend, when a commercial airliner lacked (for whatever reason!) enough runway to get into the air. Frequently Mammoth-Yosemite Airport lacks enough useable runway to safely get planes into or out of the air, and this should be a primary subject of the EIS you are about to undertake.

In my comments at the scoping meeting I referred to the automated weather observations broadcast by the Mammoth Airport, which offer the following precaution:

"Use caution. When southerly crosswinds exceed one five knots, avoid landing on the first three thousand feet of runway two seven." (underlining added)

I would also direct your attention to the Jeppeson approach chart for the Mammoth Airport:

Airport located in mountainous terrain with occasional strong winds and turbulence. Lighted windsock available at runway ends and centerfield; with southerly crosswinds in excess of 15 knots, expect turbulence and possible windshear along first 3000' of Rwy 27." (underlining added)

Do the math: subtract 3000 ft. from 7000 ft. (the length of the only runway at Mammoth Airport) and isn't the runway at least 221 feet too short for landing the Q-400 Bombardier per the airplane's design specs (in southerly crosswind conditions)?

How often is there enough useable runway for safe takeoffs and landings at the Mammoth-Yosemite Airport? What does an hour by hour historical review of weather observations reveal about the percentage of time in winter and summer proposed for scheduled service that the airport will have adequate useable runway for safe enplanements? (Not only crosswind, but high winds, lack of visibility, snow and ice conditions, high density altitude, etc.)

How many proposed flights would the FAA estimate will have to be canceled, delayed, or redirected due to unsafe conditions at the Mammoth-Yosemite Airport? How many flights would be allowed to takeoff or land in marginal and potentially unsafe conditions?

Is this proposed service being evaluated as "regional service" to the Eastern Sierra? Isn't the Bishop Airport a better and safer choice to host regional air service?

I look forward to an enlightened review of the potential for safe commercial air service to and from the Eastern Sierra. From my perspective, in the interest of the safety of the flying public, I would encourage the FAA to most thoroughly evaluate the "No Action Alternative" and to consider "additional reasonable alternatives" to the Mammoth-Yosemite Airport, rather than recommend the "Proposed Action".

Sincerely,

Stephen Kalish

TELEPHONE (562) 945-2301  
FAX (562) 693-9221

HEAD, NECK, EAR, NOSE AND THROAT  
FACIAL PLASTIC SURGERY

FREDERICK L. HARCOURT, M.D.  
7921 PAINTER AVENUE, SUITE 2  
WHITTIER, CALIFORNIA 90602

8/16/2006

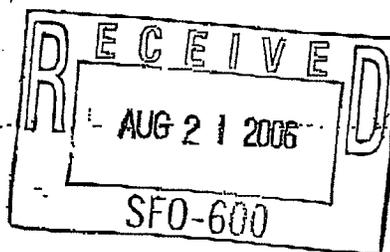
Camille Garibaldi  
Environmental Protection Specialist  
United States Department of Transportation  
Federal Aviation Administration  
Western Pacific Region  
San Francisco Airports District Office  
831 Mitten Road, Room 210  
Burlingame, CA 94010-1303

Dear Sirs:

Regarding the EIS process for the aircraft services at the Mammoth Airport. I'm enclosing a copy of the letter sent to the LA TIMES, and Inyo Register in Bishop in 2004 regarding the alternative use of Bishop Airport. It would seem that there should be serious consideration for whatever improvements are needed both for increased air traffic and safety reasons for the flying public in that area.

Sincerely,

F.L. Harcourt M.D.



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### Mammoth Airport

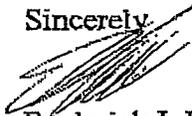
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The question regarding the airport expansion and environs effect can be solved very simply. Having flown into that airport many times over the last 45 years, from the time it was only an isolated gravel strip, with an abandoned old WWII hanger, during all times of the year. The questions raised are unnecessary and superfluous. Without the usual costly, prolonged and typical government and environmental expenditures, why doesn't the FAA just upgrade the excellent old Bishop army air base with a much better and safer instrument approach and weather conditions? Many times I have had to land at Bishop when I couldn't get in to Mammoth because of bad winds or weather. Many small airlines have tried and failed to maintain service into Mammoth through the years.

Other factors that are pertinent in addition to safety, weather, utilization and a successful flight completion rate, the three existing runways at Bishop vs. the one runway at Mammoth. What difference can the additional 20-minute driving time from Bishop to Mammoth make? Typical of our governmental bureaucracy, the FAA just spent 3 to 4 million extending the Mammoth runway to the east a few years ago. It is squeezed between the high mountains just south and the small mountain adjacent to the north side of the Mammoth airport runway, which has been the "graveyard" for numerous planes through the years! It created a condition such as experienced at the Aspen, Colorado airport with one runway between the mountains where many accidents have occurred.

As far as the environmentalists question, it again raises the ever-increasing specter of more bureaucracy and begs the question of its necessity since planes have been flying into Mammoth for many years, although I am sure they can find another "snaildarter" situation if they look long enough!

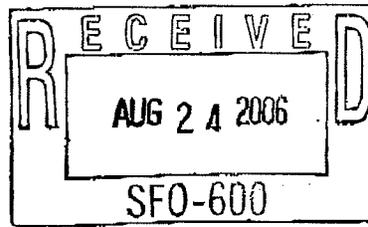
Sincerely,



Frederick L. Harcourt, M.D.

DEPARTMENT OF TRANSPORTATION

District 9  
500 South Main Street  
Bishop, CA 93514  
PHONE (760) 872-0785  
FAX (760) 872-0754  
TTY (760) 872-9043



Flex your power!  
Be energy efficient!

August 22, 2006

Ms. Camille Garibaldi  
Federal Aviation Administration  
831 Mitten Road, Room 210  
Burlingame, California 94010-1303

File: 09-FED  
NOP  
SCH #: 2006074003

Dear Ms. Garibaldi:

Commercial Airline Service for Mammoth Airport Notice of Preparation (NOP) of an Environmental Impact Report (EIR) (July 2006)

Thank you for giving the California Department of Transportation (Caltrans) the opportunity to comment during the NOP phase for commercial air service at Mammoth Airport. To ensure the safe mobility of the public and Level of Service for State highway facilities in the Eastern Sierra, please ensure the EIR includes the following:

- Traffic Analysis of trip generation and turn movements considering both traveler and airport facility traffic, and cumulative impacts with area development (e.g. Sierra Business Park, condominiums, retail etc.). Appropriate mitigation needs to be proposed. To determine the optimal traffic circulation and emergency access, please examine:
  - the current Hot Creek Road access to US 395
  - extension of Airport Road utilizing Benton Crossing Road (to US 395)
  - extension of Airport Road utilizing Substation Road (to State Route 203)
 (Emergency access is currently available via Hot Creek Road or the US 395 emergency gate on the security fence.) It should be noted that funding for extending Airport Road to Benton Crossing Road has been identified in the 2006 State Transportation Improvement Plan for 2010/2011 construction. However, this does not guarantee that funding will be available.
- Other options for deplaning when landing cannot occur due to inclement weather, including how passengers will be transported to their desired destinations if an alternative airport is used.
- Integration of the air service with other modal options (Inyo Mono Transit, taxi, car rental, other private services, etc.) for coordinated travel services.

Please forward project information pertinent to Caltrans. You may contact me at (760) 872-0785 for any questions.

Sincerely,

GAYLE J. ROSANDER  
IGR/CEQA Coordinator

c: State Clearinghouse  
Ron Bolyard, Caltrans Aeronautics  
Steve Wisniewski, Caltrans D-9

"Caltrans improves mobility across California"

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# 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.

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

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



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TOWN OF MAMMOTH LAKES  
SCOPING MEETING

RE: AGENCY AND PUBLIC SCOPING )  
MEETINGS FOR MAMMOTH LAKES )  
\_\_\_\_\_ )

Mammoth Lakes, California  
Wednesday, August 24, 2006

Transcribed by:  
ANNETTE R. HUGHES-NORFOLK  
CSR No. 10048  
JOB No. 24240

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SESSION I

3 MS. GIRABALDI: welcome and thank you for  
4 taking time out of your schedules to come to today's  
5 scoping meeting.

6 My name is Camille Giribaldi, and I am an  
7 Environmental Protection Specialist with the Federal  
8 Aviation Administration out of the San Francisco  
9 Airport's District office, part of the western pacific  
10 region.

11 I'm joined here today with members of our  
12 environmental consultant team; Dr. Bill Ferring,  
13 Mr. David Reeley and Ms. Gerry Anderson.

14 The purpose of today's meeting is to receive  
15 your input regarding the scope of the environmental  
16 study for a proposed amendment to Horizon Air's --  
17 Airline's operations specifications. This would provide  
18 scheduled air service to Mammoth, Yosemite Airport.

19 Back in May we received a letter from Horizon  
20 Air indicating their intent to provide regional service  
21 to the airport. This would necessitate a change to the  
22 existing Part 139 Commercial Certificate for the airport  
23 to allow for scheduled service versus the chartered  
24 service that they have authorization for currently.

25 We're here to briefly explain the environmental

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witness name

1 process, present the proposed project, and receive your  
2 input regarding the scope of the environmental study.

3 The session today is not a question-and-answer  
4 type of format, and no decisions regarding the proposed

transcript 24 aug 2006 (2)  
5 amendment would be made today. It -- the agency's  
6 decisions regarding this proposed action would be  
7 documented in a Record of Decision.

8 This evening we will have a public scoping  
9 meeting between 5:00 and 8:00 p.m. in this room.

10 The FAA is preparing its Environmental Impact  
11 Statement pursuant to the National Environmental Policy  
12 Act of 1969 as amended. Its implementing regulations  
13 are found in Title 40, parts 1500 to 1508.

14 The applicable FAA environmental orders are  
15 1051-E, Change I, Environmental Impact Policies and  
16 Procedures and 5054-B, The National Environmental Policy  
17 Act Implementing Instructions for Airport Actions.

18 The FA -- the FAA issued a Notice of Intent to  
19 prepare the EIS for the proposed approval of the  
20 operations specifications in the Federal Register on  
21 July 24th. Local publication of the notice also  
22 occurred in the Mammoth Times on July 27th and August  
23 3rd.

24 To briefly explain the environmental process  
25 the -- an Environmental Impact Statement begins with a

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witness name

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1 Notice of Intent being issued by an agency to advise the  
2 public that an environmental study is being undertaken.  
3 Scoping occurs to receive input regarding the scope of  
4 the environmental study, and understand any  
5 environmental resource concerns that the public or  
6 agencies may have.

7 After scoping occurs, the agency goes into  
Page 3

8 environmental studies and then ultimately issues a draft  
9 environmental impact statement for the public review. A  
10 Notice of Availability will be published by the EPA in  
11 the Federal Register. And the publishing of draft  
12 Environmental Impact Statements occur on Fridays.

13 we will also be publishing notices in the local  
14 paper and distributing the documents for individuals'  
15 review.

16 The public review period will be 45 days. Not  
17 sooner than 30 days into that process, we will hold a  
18 public hearing to receive comments on the document.

19 At the close of the public review period, we  
20 will take all of the comments received and fully  
21 consider them and adjust the studies as need be and  
22 prepare responses to those comments.

23 A final Environmental Impact Statement will be  
24 issued. And, again, a Notice of Availability will be  
25 published in the Federal Register. Any comments

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witness name

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1 received on the final EIS will be responded to and a  
2 Record of Decision would be published. And that  
3 document will also identify the agency's decision  
4 regarding the proposed project.

5 That Record of Decision will not be issued  
6 sooner than 30 days after the final EIS is made  
7 available to the public. Currently, the schedule for  
8 the draft Environmental Impact Statement release is just  
9 after the end of this calendar year.

10 The ways to submit comments today are via  
11 written comments -- and we have some forms in the back  
12 of the room -- verbal comments. If you're providing  
13 verbal comments today we ask that you keep your comments  
14 to about five minutes to provide everybody an  
15 opportunity to speak.

16 And all comments are treated equally. So  
17 whether you decide to make verbal comments and submit  
18 written comments -- all input that we receive is treated  
19 the same. Comments that are provided to me in writing  
20 at my office are due by Wednesday, August 30th at  
21 5:00 p.m.

22 My address is provided in the Notice of Intent,  
23 the handouts that you have and the board off here to the  
24 left.

25 As a reminder, we're here to learn about your

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witness name

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1 concerns about the proposed project. And we'll begin  
2 the verbal comment process after Dr. Ferring provides a  
3 brief presentation over -- of the project. Bill.

4 DR. BILL FERRING: Thank you, Camille. My name  
5 is Bill Ferring. I am the project manager for  
6 (inaudible) -- EIS. And as Camille said, what I'm going  
7 to try to do is explain what the current proposal is.  
8 we're going to try to explain a little bit about how it  
9 differs from prior proposals.

10 we know we've been through a scoping process on  
11 a previously proposed expansion of the airport and we  
12 think -- (inaudible)-- important that people understand

13 what the differences -- and similarities between the  
14 process and the two proposals are. And a little bit  
15 about the issue of flight routes, which is -- this is an  
16 air service. There's not a lot of things, as we'll show  
17 you happening on the ground. But it does include  
18 additional flights into and out of the airport. So  
19 those are kind of the main focus of what I'm going to  
20 cover.

21 As Camille said, the town of Mammoth Lakes is  
22 proposed to reinstitute regional service. And this is  
23 similar to service regionally to LAX, northern  
24 California and so forth. That has apparently -- or has  
25 occurred previously here.

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witness name

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1 Horizon Air submitted letters documenting that  
2 they are interested in providing that service using a  
3 Q400 aircraft. Now, the first question is: what's a  
4 Q400? It's a fairly new aircraft in the fleet. It's a  
5 Dash 8, for those of you -- have ever flown them, it's  
6 the newest model of them with upgraded engines and  
7 upgraded cabin insulation. So their "Q" is for quiet.  
8 And, apparently -- I haven't -- I have not yet flown in  
9 one, but I understand they're more comfortable than some  
10 of the older Dash 8's that fly in.

11 It is -- it is an aircraft that is used to --  
12 in other mountain communities because it's got a lot of  
13 lift relative to weight. And it carries about 70 to 80  
14 passengers, depending on the seat configuration --

transcript 24 aug 2006 (2)  
15 (inaudible) -- particular aircraft and airline.

16 Some key things about this proposal: The air  
17 service is to be provided to the airport without  
18 changing the physical arrangement at the airport.  
19 There's no runway extension, no new aprons, no new  
20 terminal buildings. That kind of stuff.

21 It's using the existing facilities with one --  
22 one caveat. The existing maintenance building will be  
23 re-configured internally to make a small passenger  
24 terminal and to meet the requirements -- the  
25 transportation security agency. So that passengers can

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1 be screened. You still have to have TSA involved in  
2 that type of -- of thing, even though the services only  
3 back to say L.A. or between L.A. and -- and Mammoth.

4 So it has to meet certain requirements to  
5 separate incoming passengers and ex -- outgoing  
6 passengers, be able to look at the baggage, run people  
7 through screening. All of which will be accomplished  
8 within the walls of the existing building. So there's  
9 no change in the configuration. No change in the  
10 parking lots. No change in any of those features at the  
11 airport.

12 And as Camille said, there are two actions the  
13 FAA has to take. One is under -- they have to modify  
14 what's called operations specifications. It's part of  
15 the operating manual that any air carrier has on file  
16 with FAA, which sets out which airplanes, how they're  
17 crewed (sic), how they're serviced. All the things that

18 they have to keep on file with the FAA for commercial  
19 service.

20 So the operating manual -- the air carrier  
21 certification attachments for Horizon Air need to be  
22 modified and that's the key thing that Horizon has asked  
23 for.

24 Concurrently, the -- the airport, as Camille  
25 said, is currently classified as class IV, which allows

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witness name

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1 for unscheduled service by aircraft carrying more than  
2 30 passengers. In order to do -- to provide the service  
3 that we're talking about, it needs to move up to  
4 Class I, which is scheduled air carrier service. So  
5 that's the other action that FAA has on the table here  
6 under part 139.

7 Now, a little bit about the forecast -- number  
8 of flights. And we'll spend a little time on this. The  
9 forecast is to start with two flights a day between LAX  
10 and Mammoth, beginning in the winter season of 2007 and  
11 2008. And it runs for 112 days. That's essentially  
12 four months or so. But it's -- that's -- that's the way  
13 the calculations were made. And assuming -- making  
14 certain assumptions on how many passengers are on those  
15 planes and so forth -- the projection calls for  
16 initially -- about 10,200 departing passengers. That  
17 term is inplanements. Those are people getting on a  
18 plane. I'll use that term repeatedly here because  
19 that's how we measure activity in terms of passengers.

20 You don't count them coming and going out. It's -- a  
21 departing passenger -- one makes the assumption that  
22 there's as many people coming in that are going out or  
23 either there's nobody left in Mammoth or you got  
24 everybody in the world. So it's -- but that's -- that's  
25 a standard term. And I just want to make sure everybody

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witness name

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1 understands what an inplanement is.

2 Between 2008 and 2011 the number of daily  
3 flights increases during the winter season of 112 days  
4 from two to eight. So it's projected to increase and at  
5 that -- and concurrent with that, service is expected or  
6 projected to expand to perhaps include Las Vegas,  
7 airports in northern California, San Francisco or -- or  
8 Oakland, San Jose. And something additional -- perhaps  
9 in southern California -- perhaps San Diego.

10 The number of inplanements in the winter -- as  
11 that grows -- grows to about 60,900 departing  
12 passengers -- inplanements. The forecast also projects  
13 that by about 2012, as regional service becomes  
14 accepted, there will be enough interest in regional  
15 service during the summertime that they could support a  
16 two -- for about a two-month period in -- in really, I  
17 think, mid June, mid August or something like that, two  
18 flights a day during the summer, which would add another  
19 maybe 5500 annual passengers a year -- a year initially,  
20 and would grow to about perhaps 60 -- 6,000 to 6500 as  
21 it becomes -- as the use of it becomes more -- people  
22 are accustom to using it and it -- and it grows.

23                   This is the number that we're headed toward  
24                   though -- is right here (indicating). By 2013, the  
25                   total number of annual inplanements is projected to

10

witness name

1                   reach 67,200 approximately.

2                   Now, all of this is on a chart at the back of  
3                   the room in a little bit more detail. And I'll show you  
4                   the chart in just a moment, but it's too small to see  
5                   there. It's -- this is the forecast. And this forecast  
6                   was developed by the town and the mountain in --in  
7                   concert with their -- their work they've submitted to  
8                   the FAA. And the FAA has approved this forecast as  
9                   reasonable for use in the EIS. So this -- these are the  
10                   numbers we're working with.

11                   One of the key things in the forecast and  
12                   understanding it, is that it grows to 67,200 by about  
13                   2013, and then goes flat. The reason is that -- with  
14                   that one small building serving as a passenger terminal,  
15                   which is only big enough to handle one plane at a  
16                   time -- the thought is that you could only get possibly  
17                   eight flights a day through that building because it  
18                   takes about an hour to turn a flight around in any  
19                   airport.

20                   And -- and so if you figure out the length of  
21                   the day in the winter time, you probably -- eight caps  
22                   you off if you're not going to be able to fly more than  
23                   that through that building. And the FAA has accepted  
24                   that at this point as a reasonable projection of

transcript 24 aug 2006 (2)  
25 activity. So that caps the number -- total number of

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1 passengers -- of inplanements.

2 Now, I want to talk a little bit about the  
3 previous project. It was based on an air service  
4 agreement between Mammoth Mountain and American Airlines  
5 and a Letter of Interest from Alaska Airlines and  
6 projected daily winter service between Mammoth and  
7 Chicago, Dallas and LAX and was to use 757 and 737  
8 aircraft. And it required an extension of the runway --  
9 this was the project that was noticed before and which  
10 we had scoping on -- plus expansion of new terminal and  
11 other expansion at the airport.

12 The forecast that went with that project  
13 started out with about 29,300 annual inplanements and  
14 grew in 10 years to 167,000. Quite different from what  
15 we're talking about today.

16 To illustrate that -- this table which is in  
17 the news -- is in the newsletter that has been sent out  
18 shows the growth that was projected before -- these are  
19 on the same timelines -- and how the old project grew up  
20 to 167,000. And the current project comes up and caps  
21 off at about 67,000. That's because of the size of the  
22 facility. Any expansion of the terminal facility or  
23 other improvements to the airport are going to take a  
24 separate FAA approval and a separate NEPA (sic)  
25 process. So this is basically the projection for the

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Page 11

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1 current project.

2 Now, a little bit about flight routes. Camille  
3 and I have worked quite closely with air traffic control  
4 in trying to figure out where -- how planes would get  
5 out here. In most EIS's that you do for airports, you  
6 pull up radar data. It shows you where all of the  
7 planes are coming. Well, we don't have service here  
8 already that -- and that -- at least had radar coverage  
9 of any type coming in. And in -- close, they're out of  
10 radar coverage. And that's a very, very important  
11 consideration as we've gone into the planning of this  
12 thing. Planes will not be seen on radar by Oakland  
13 Center because they're using radar primarily out of  
14 Fresno at this point. They cannot see into the valley.  
15 So the plane is flying out of radar contact which limits  
16 some of the ways they're going to get in and out of  
17 here, in talking to them.

18 The routing up is going to be based primarily  
19 on what's called R-NAV (sic). It's internal navigation  
20 to the aircraft, or GPS, which is now the dominant thing  
21 that everybody is using. And it's point to point. We  
22 no longer use very commonly the old airways back and  
23 forth. A plane gets up. He's got a straight shot  
24 between here and where he's going. The controller will  
25 fly you direct until you're clear to a point in space.

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witness name

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1 And there are navigational fixes up -- just created in a  
2 computer database that they can fly people to. They use  
3 them all of the time.

4 So the routings (sic) are going to be based on  
5 navigational fixes, normal procedures. There are very  
6 defined procedures, for instance, to come out of LAX or  
7 come out of Oakland or to go into those towns that you  
8 have to go get to a point in space so that you join the  
9 flow.

10 And in talking to air traffic we said, "well,  
11 how would you get someone from LAX up to Mammoth?" And  
12 some of the things that are key considerations. They  
13 want -- they would want to keep the plane in radar  
14 contact as long as possible so that the controller can  
15 see them. They don't want them going blind because once  
16 he does, he has to just protect the whole area. He  
17 doesn't know where the plane is. So he's got to keep  
18 everybody else out of it. So as long as he can, he's  
19 going to keep that plane in radar contact. And the  
20 minimum vectoring altitude, which is really as low as  
21 they can get it and can still see him, up here, is  
22 18,000 feet. That's also -- that's the base of what  
23 they call positive controlled airspace -- where  
24 commercial operations are normally held -- where  
25 everybody has to be on a -- on an IFR flight plan.

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witness name

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1 So that becomes very important as to how low  
2 they're going to be coming in, no matter which direction  
3 they come at -- until they start down to the airport.

4           So in talking to the folks at -- at -- the air  
5     traffic controllers -- generally the flights up from  
6     LAX, which is the initial service, are going to come up  
7     to the vicinity of Bakersfield -- there's an  
8     navigational fix in Bakersfield -- and then they'll  
9     either be routed to Fresno or routed to one of these  
10    navigational fixes just east of Lake Thomas Edison and  
11    they would be held at -- no -- no lower than 18,000 feet  
12    up to that point. Once they get to this point, they're  
13    at the crest and can start down, they would be -- they  
14    would be routed to Bishop because they're going to  
15    disappear from radar -- that's where the existing  
16    approach procedures kicks in. He's going to lose him.  
17    So he's going to clear him on one of the procedures.

18           And the procedure into Mammoth starts at  
19    Bishop, or starts at a fix that's up north, comes into a  
20    fix which is on the west side of the valley and then  
21    into -- into the airport. And either you land straight  
22    in or you circle around and land. But that's the  
23    procedures that air traffic has said to us; "that's what  
24    exists. That's what we'd use."

25           So that has given us the set of flight routes

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witness name

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1     that we've been able to develop. Now, you're not going  
2     to be able to see them very well on these (indicating).  
3     They are on a board in the back -- afterwards.

4           But let me just describe it real briefly: From  
5     LAX they'd come up to either Fresno or they'd come up to

6 this fix called Canda (phonetic) over to Bishop, north,  
7 up -- what is really the -- the east side of the valley  
8 -- and turn and come into Bishop just like I -- I  
9 showed you.

10 If they're coming in from Oakland, they are --  
11 the fixes we've been told are up to the north here.  
12 They'll come down to Nickel, down and turn in. So  
13 that's -- basically they're coming across -- in the  
14 future if they come from Oakland or San Francisco  
15 they'll be up here (indicating). Everybody else is  
16 either going to come right in this area. And if it's  
17 Las Vegas that -- this route here goes out and connects  
18 to a jet airway that goes on into Las Vegas. So those  
19 are the arrival routes regardless of which runway is  
20 being used.

21 The departure routes -- and this is kind of  
22 important -- because the plane is not in radar contact,  
23 they're going to use a defined procedure. We asked,  
24 "what is it?" There is a procedure for departing out  
25 of -- out of Mammoth Airport right now. It's an

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1 obstacle avoidance procedure. But it makes sense in  
2 terms of, "where do you want them when they pop up on  
3 radar?" Remember, the controller is sitting over in  
4 Oakland someplace waiting for this dot to appear on his  
5 screen. They would like to know where he's going to  
6 show up. So what we've been told is we would use the  
7 existing departure which takes the plane out of Mammoth  
8 flies south to the vicinity of Bishop, climbing. Before

9 he gets to Bishop he'll get to 18,000 feet. We've gone  
10 and checked the -- (inaudible) -- profiles on the  
11 plane. And at that point they'll either be turned back  
12 north and back across, say toward an Oakland, which is  
13 up in this area or they'll be turned west, get over on  
14 the other side of the mountains, or, if they're going to  
15 Las Vegas, they'll be turned east. But they have to get  
16 to radar contact before he can clear him to go from "A"  
17 point to some other point. Because if he doesn't know  
18 where he is, he can't -- he doesn't know if there is any  
19 traffic or -- or obstacles.

20 So that ability to get him back into radar  
21 contact and the -- to find approach is what defines very  
22 much where planes are going to be flying in the area.

23 Now, in some of the discussions people have  
24 asked, you know, "what else is up here already flying?"  
25 So what I did is -- last night, these are the flights

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witness name

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1 that are over Mammoth around 6:30 -- nah, 6:00 o'clock  
2 yesterday evening. This is 10:00 o'clock, after  
3 dinner. And this is 6:00 o'clock this morning  
4 (indicating).

5 So it is not like there are no flights up here  
6 already flying over or under these routes. These fixes  
7 are already used. As an example, this turn right there  
8 is Canda (indicating). That's a Delta Airlines flight  
9 on into someplace in the bay area coming into that point  
10 and turning down.

11 So these are -- these are in fact -- they're  
12 not routes as such. You don't see them as lines on the  
13 charts but they're -- they're fixes and normal  
14 directions that planes are being used -- going to these  
15 fixes in space. And that's the way the -- the system  
16 will work.

17 A little bit about, as Camille said, where we  
18 are on in the process. We -- we're still here. The  
19 last time we had a meeting in -- on this project we were  
20 here doing scoping. It was a different project. We'll  
21 be -- we are in the process of working on some of the  
22 components of the draft EIS. Those will be modified as  
23 we get your comments coming in from today's meeting and  
24 the -- and the comments -- and that draft will be  
25 circulated sometime toward the end of year. We hope to

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1 have the draft EIS out on the street for -- for public  
2 review and public comment and a hearing to follow.

3 And then as -- Camille, I think, has described  
4 the rest of the process as it heads to the final EIS and  
5 ultimately to the FAA's Record of Decision.

6 And with that, that's where you send them.  
7 which is on your -- it's on my handouts and it's on -- I  
8 think it's on the comment sheets -- is the address where  
9 you send them. Camille.

10 MS. GIRABALDI: All right. David has cards to  
11 call folks up for receiving verbal comments.

12 UNIDENTIFIED SPEAKER: We want -- this is all  
13 of them, David, or --

14

UNIDENTIFIED SPEAKER: That's it.

15

UNIDENTIFIED SPEAKER: Fred Stump.

16

MR. STUMP: (Inaudible) I saw a general

17

blow-up -- (inaudible) -- arrival departure, but you

18

didn't -- you didn't focus in locally on a -- on a

19

closer scale. Once the aircraft reaches the Bishop

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vicinity, how would it actually get from Bishop to

21

Mammoth -- what route it would take and where it would

22

descend.

23

MR. FERRING: That's -- that's actually in --

24

MR. STUMP: Maybe I couldn't see it --

25

MR. FERRING: Yeah, you may not be able to see

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witness name

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it from the back. But this is the procedure.

2

MR. STUMP: That's it.

3

MR. FERRING: And those -- those fixes are --

4

are -- and that's the existing --

5

MR. STUMP: I wish -- I wish I could -- I could

6

understand that.

7

MR. FERRING: well -- (inaudible) -- there

8

are two initial fixes. One is at Bishop VOR. And one

9

is this place called Nickel (inaudible) --

10

MR. STUMP: Okay.

11

MR. FERRING: The plane flies to another fix

12

called Jassett. They've got to maintain 12,000 feet

13

which is, what, about 8,000 above -- (inaudible) --

14

MR. STUMP: Okay.

15

MR. FERRING: -- down there. And then he

transcript 24 aug 2006 (2)

16 descends in and on into the airport. It's a simple  
17 T-type thing -- (inaudible) flies in --  
18 MR. STUMP: Well, I can see Crawley Lake there.  
19 MR. FERRING: Right.  
20 MR. STUMP: Okay.  
21 MR. FERRING: Which is right here. Comes in  
22 over Crawley Lake.  
23 MR. STUMP: Okay. And what -- what altitude  
24 approximately is he --  
25 MR. FERRING: Well, he's -- the --

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witness name

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1 MR. STUMP: -- by the time he gets --  
2 MR. FERRING: -- he's -- he's going from  
3 12- here. He's coming -- he's basically descending to  
4 the runway -- (Inaudible) --  
5 MR. STUMP: (Inaudible.)  
6 MR. FERRING: -- so you lose 5,000 feet from  
7 there to there (indicating).  
8 MR. STUMP: Okay.  
9 MR. FERRING: All right.  
10 MR. STUMP: Thank you. My name is Fred Stump.  
11 I'm chief of the Long Valley Fire Protection District.  
12 I only have one brief comment and -- and actually it's  
13 more of a request.  
14 Currently the safety protocols at the  
15 airport -- the town is going to operate the ARF (sic)  
16 Crash Rescue Protection. They have a brand-new vehicle  
17 to do that with. The two responding supporting fire  
18 departments will be Long Valley and the Mammoth Lakes

19 Fire Protection District.

20 We would like to request some additional  
21 funding to train between 8 to 12 additional fire  
22 fighters. The fire fighters would be drawn from both  
23 volunteer fire departments. The purpose of that force  
24 would be to augment the level of response capable at the  
25 airport and, if necessary, even assume the operational

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1 control of the crash recess vehicle, if the town was  
2 unable to -- to do that. We feel that initially the  
3 cost of doing this -- it would be appropriate if the  
4 FAA, Federal Government, covered the initial cost of  
5 that for the start-up operations. Whether that's done  
6 as an additional grant to the town or dealing directly  
7 with one of the fire districts -- it doesn't seem to  
8 make a difference. The town, as they operate, are  
9 obviously, I think, the logical choice.

10 And we're prepared to sign -- work on and sign  
11 an additional MOU with the town in order to accomplish  
12 this. The fire fighters would be drawn from the ranks  
13 of the two fire districts. And their purpose, as I  
14 said, would be to augment -- given that both fire  
15 districts currently are volunteer in nature, that's the  
16 reason for asking for between 8 and 12, I believe I  
17 said, to be trained. The cost of that would depend on  
18 the school, but would cover basically just tuition and  
19 some logistical costs. Perhaps some reimbursement to  
20 those individuals who would attend the training -- who

transcript 24 aug 2006 (2)  
21 may have to forgo some time at a regular employment  
22 position to do that. I can't see the cost exceeding  
23 between 15- and \$20,000. Thank you.

24 MS. GIRABALDI: David.

25 UNIDENTIFIED SPEAKER: -- (inaudible) -- so

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1 Dan Dawson is going to speak and then following that  
2 will be Rick Jallie (phonetic).

3 MR. JALI: "jali."

4 UNIDENTIFIED SPEAKER: "jali."

5 MR. DAWSON: Thank you. My name is Dan Dawson.

6 I am the director of the Sierra Nevada Aquatic Research  
7 Laboratory, University of California, Santa Barbara. I  
8 have fairly detailed set of comments that I wrote out in  
9 a letter. I presume there's no need for me to read  
10 those into the record.

11 MS. GIRABALDI: No, I earlier I indicated  
12 that -- (inaudible) -- written comments are treated the  
13 same. So we'll be happy to take those.

14 MR. DAWSON: I'm sorry I was late, but I was in  
15 a --

16 MS. GIRABALDI: That's okay.

17 MR. DAWSON: -- at another meeting. I do have  
18 three comments in addition to these --

19 MS. GIRABALDI: Okay.

20 MR. DAWSON: -- written comments that I would  
21 like to add. One, I guess, minor comment would be that  
22 we're in strong support of the revised project that  
23 we're considering today in comparison to the earlier

24 project. Many of the comments that we've offered in  
25 written testimony --

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1 MS. GIRABALDI: Uh-huh.

2 MR. DAWSON: -- we've offered before as issues  
3 of concern over --

4 MS. GIRABALDI: Okay.

5 MR. DAWSON: -- the -- the previous projects and  
6 those still stand.

7 Another comment is we've -- we've been  
8 requesting from the town some clarification on how  
9 the -- the current project would impact the use of the  
10 building known as the Green Church. And that -- the  
11 town has not been able to develop that information.  
12 Under the old proposal it would be considered unlawful  
13 for public occupancy because of its location. The --  
14 the runway protection season. And, of course, the  
15 sooner we could get clarification about that particular  
16 issue under the revised project, the current project,  
17 the easier it would be for us to plan our future.  
18 Because that's a building we -- we use commonly and  
19 either need to replace and/or resume doing maintenance  
20 on or quit doing maintenance on. And so if that issue  
21 can be resolved, we'd appreciate it. So I think really  
22 other than that my -- my written comments stand. So --

23 MS. GIRABALDI: We appreciate them.

24 MR. DAWSON: Thank you, very much. Those go to  
25 you?

witness name

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1 MS. GIRABALDI: Yeah, that would be fine.

2 MR. DAWSON: Thank you.

3 MS. GIRABALDI: Thank you, very much. I  
4 appreciate your comments.

5 UNIDENTIFIED SPEAKER: (Inaudible.)

6 MR. JALI: My name is Rick Jali. I'm on the  
7 Town of Mammoth Lakes Airport Commission, and I was very  
8 interested to see the arrangement that was presented  
9 that the airplanes approaching or departing would  
10 essentially go from our airport down to Bishop, then go  
11 north or south because a local issue of some concern is  
12 airplane noise.

13 And there's a lot of people who get unhappy  
14 about the fact that private pilots take off to the west,  
15 fly around the mountain a couple of times and then fly  
16 away. It's my understanding they're not supposed to do  
17 that, but it does happen. And then there are other  
18 concerns about people flying over the community of  
19 Crawley Lake. Again, is something that's not supposed  
20 to happen but does happen.

21 But what you have showed us is that if you fly  
22 straight east out of the airport and you lay out a line  
23 extending from the center line of the runway, it goes  
24 out over the middle of Crawley Lake someplace. So  
25 there's no excuse for anybody being over the town

witness name

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1 unless, frankly, he's such a lousy navigator that the  
2 only way he can get to Mammoth is by following Highway  
3 395.

4 And so I'm very happy to see this arrangement.  
5 But I think the noise issue should be pointed out. And  
6 it will allay a lot of feel- -- potential bad feelings.  
7 Thank you, very much.

8 MS. GIRABALDI: Thank you. David, is -- is  
9 there anyone else wishing --

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 MS. GIRABALDI: -- to provide verbal comments?  
12 Okay. With that, I want to thank you again for coming  
13 to today's scoping meeting. We've heard from those  
14 wishing to provide comments verbally today. We will  
15 stay here until 4:00 o'clock in case someone else comes  
16 in and desires to leave written comments. But for now,  
17 why don't we go ahead and close this session. And thank  
18 you again for coming. Comments -- there is a comment  
19 box in the back as well that we will accept your written  
20 comments. Thank you.

21 SESSION II

22 MS. GIRABALDI: I want to say welcome and thank  
23 you, very much for taking time out of your schedules to  
24 come to this scoping meeting.

25 My name is Camille Giribaldi and I am an

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witness name

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1 Environmental Protection Specialist with the Federal

2 Aviation Administration out of our San Francisco  
3 Airport's district office part of the Western Pacific  
4 region.

5 I'm being joined here tonight by members of our  
6 environmental consultant team who will be helping us  
7 with the analysis for this proposed project. I have  
8 Dr. Ferring here; Mr. David Reeley, Ms. Gerry Anderson.

9 The purpose of today's scoping meeting is to  
10 receive your input on the scope of the environmental  
11 study for a proposed amendment to Horizon Air operations  
12 specifications to provide scheduled air service to  
13 Mammoth, Yosemite Airport.

14 In May we received a letter from Horizon  
15 indicating their intent to provide scheduled service in  
16 a regional nature to Mammoth. This would also  
17 necessitate a change to the airport's existing Part 139  
18 Commercial Certification, which would provide for  
19 scheduled service rather than the chartered or  
20 non-routine service that they are -- have a certificate  
21 for currently.

22 We're here to briefly explain the environmental  
23 process and present the proposed project. We will  
24 receive your comments regarding the environmental  
25 study. This session tonight is not a question and

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witness name

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1 answer session and no decisions will be made today  
2 regarding the project.

3 When the FAA makes its decision it would be  
4 documented in a Record of Decision at the end of the  
Page 25

5 environmental process.

6 This morning -- or this afternoon we held a  
7 government scoping meeting that began here at 1:00 and  
8 pretty much -- most comments were complete by about  
9 2:30.

10 The FAA is preparing its Environmental Impact  
11 Statement according to the national pol- --  
12 Environmental Policy Act of 1969 as amended. The  
13 implementing regulations are found at Title 40, parts  
14 1500 to 1508 of the Code of Federal Regulations.  
15 Applicable FAA Environmental Guidance is provided in  
16 orders 1051-E, Change I, Environmental Impacts Policies  
17 and Procedures and 5054-B, the National Environmental  
18 Policy Act, implementing instruction for airport  
19 actions.

20 The FAA issued its Notice of Intent to prepare  
21 an EIS in the Federal Register on July 24th, 2006 and  
22 local publications in the Mammoth Times has occurred as  
23 well on July 27th and August 3rd.

24 To briefly explain the environmental process,  
25 the Notice of Intent is an agency declaring that it is

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1 going to prepare an environmental study on a proposed  
2 action. And from there we go into a scoping process  
3 where we learn what the community concerns are from an  
4 environmental standpoint about a project that will help  
5 us scope the studies that we embark on.

6 From there we prepare a draft Environmental

7 Impact Statement, which when it is available, a Notice  
8 will be published by EPA in the Federal Register. And  
9 for the draft EIS's and final EIS's -- those  
10 publications are normally on Friday -- or those Notices  
11 appear on Fridays.

12 The public review period of time will be 45  
13 days and no sooner than 30 days into that process we  
14 will hold a public hearing to receive -- review comments  
15 and comments concerning the environmental document.

16 At the end of the public review process, the  
17 FAA will take all of the comments that were received and  
18 provide a full review and responses to those comments  
19 which will be incorporated into the final document. We  
20 will also look at the environmental analysis that we had  
21 done to make sure that we are good to go in the sense of  
22 the analytical part of the documents.

23 A final EIS will be issued and a Notice of  
24 Availability again will be published in the Federal  
25 Register and local newspapers as well.

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1 Comments received on the Final will receive  
2 responses as well and they will be incorporated into the  
3 Record of Decision, which would occur no sooner than 30  
4 days after that final is published.

5 At this time we anticipate the draft EIS will  
6 be out just at the end of this calendar year. And for  
7 today, for submitting comments -- the ways to submit  
8 comments are in written form -- and we have some forms  
9 in the back of the room -- or verbally.

10           If you are providing verbal comments we ask  
11           that you keep them to about five minutes so that  
12           everybody has an opportunity to speak. Whether you  
13           provide written or verbal comments, they're all treated  
14           the same. So if you're not comfortable with the verbal  
15           communication, put it in writing and we'll review them  
16           and answer -- incorporate those into the studies as  
17           well.

18           If you don't submit comments today and you  
19           still desire to do so, we ask that they be submitted to  
20           the FAA by August 30th. 5:00 p.m. is the deadline.  
21           They can come to my attention and my address is in the  
22           Notice of Intent, the handouts that you have and the  
23           poster board over here to my left.

24           As a reminder, we're here to hear about your  
25           concerns regarding the environmental study. And

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1           Dr. Bill Ferring will complete a short presentation and  
2           describe the proposed action. And from there we'll  
3           start the verbal portion of receiving your comments.  
4           Bill.

5           MR. FERRING: Thank you, Camille. My name is  
6           Bill Ferring. I am a -- the project manager for the URS  
7           team that is assisting the FAA in the town in the  
8           preparation of the EIS.

9           And as Camille said -- what I would like to do  
10          is go through briefly what the proposed action is, how  
11          it differs from the previous proposal that has -- we've

12 gone through scoping and started an EIS on -- that I  
13 think many in the community are aware of and we want to  
14 make sure that the differences are clearly understood,  
15 and talk a little bit about flight routes, which is --  
16 since things are not going to be built at the airport,  
17 there's still air service and the concern then tends to  
18 focus on where the planes are going to fly and we've got  
19 some information to share with you about that this  
20 evening.

21 As Camille said, the -- the town of Mammoth  
22 Lakes has made a decision to try to -- to propose to  
23 reinstitute regional air service. This is something  
24 that's occurred here before -- back in the '90's and  
25 previously. It has not existed for a number of years,

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1 but this is to serve -- provide service between the  
2 airport primarily -- initially LAX and some other site  
3 locations that I'll get -- get to in a moment.

4 And as Camille said, Horizon Air in responding  
5 to discussions with the town and the mountain has  
6 submitted letters to the FAA expressing an interest in  
7 providing that service, using a Q-400 aircraft.

8 So the first question most people have asked  
9 is, "What's a Q-400?" This is a Q-400. This is a  
10 Horizon Air Q-400. It's right off of their website, but  
11 this is the aircraft that they are using to other  
12 mountain communities (indicating). It's a twin turbo  
13 prop -- those of you who have flown a Dash 8 before --  
14 it's a high wing wind turbo prop. This is the newest

15 and fanciest version of that aircraft.

16 And it's -- as I said, it's used in other  
17 mountain locations because it has good lift at altitude  
18 and for the fact it will handle between 70 and 80  
19 passengers, depending on the seat configuration within  
20 the particular aircraft. And that varies from airline  
21 to airline that -- that use it.

22 A couple of key things that we've been -- have  
23 been said -- we want to make it very, very clear. The  
24 proposed service is going to be provided using the  
25 existing airport. No runway extension, no new terminal,

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1 no new apron. Things that you've heard about before  
2 in -- in airport projects. This is using the existing  
3 terminal with one -- one limited -- very limited  
4 exception. The existing maintenance building is going  
5 to be modified to make a very small passenger terminal.  
6 So that passengers can be processed through TSA-type,  
7 check-in screening, baggage handling -- that type of  
8 thing.

9 So there is going to be a passenger terminal,  
10 but it's within the footprint of an existing building.  
11 And that's an important consideration as we get a little  
12 further into my presentation in terms of how many  
13 flights and how many passengers could -- could come  
14 through this airport under this service.

15 As Camille said, there are two actions that the  
16 FAA has to do. The first is Horizon Airlines as an air

17 carrier has an operating certificate on file with the  
18 FAA for everything they do. Part of that is an  
19 operating manual that says what planes fly where, how  
20 they're serviced, everything else. That's the operating  
21 specifications. That has to be modified if they're  
22 going to provide service into Mammoth. And so they have  
23 expressed an interest in their letters to FAA under part  
24 119, which is the certification for an air carrier to  
25 modify their operation specifications. So as you read

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1 through things you'll hear this "OP SPECS." That's what  
2 it is. It's amending their operating manual.

3 The other thing that has to happen is the  
4 airport right now is a Class IV airport under part 139,  
5 which is how the FAA classifies airports.

6 That allows unscheduled service by aircraft  
7 with more than 30 passengers. In order to do scheduled  
8 service into the airport they have to become a Class I.  
9 So there's a reclassification of the airport that  
10 will -- has to occur on FAA. So there's two actions  
11 here. One related to the airport and one related to the  
12 airline.

13 Now, the forecast which is what drives -- you  
14 know, what we're projecting and is very important for  
15 consideration -- the town is forecasting the initial  
16 service would be two flights a day between Los Angeles  
17 International Airport and -- and Mammoth. It would run  
18 for 112 days during the winter season, which is  
19 approximately four months or so, and it would begin in

20 2007, 2008 -- a little over a year from now.

21 The initial service would generate  
22 approximately 10,200 departing passengers. And the  
23 reason I say departing passengers, we don't count them  
24 twice in the aviation business. That's called an  
25 inplanement. We're assuming that that same 2,000 --

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witness name

1 10,200 have come in. Otherwise you're going to have all  
2 the people or there's going to be nobody here. It  
3 balances out. But so that you don't double count the --  
4 there's a standard, as you see the numbers I'll present  
5 in a moment -- that's what an inplanement is. So  
6 they're talking about 10,200 visitors coming in by plane  
7 and then departing. That's -- that's really what we're  
8 talking about.

9 From 2008 to 2011 -- and I'll -- I'll show you  
10 the whole numbers. And they're on a board in the back,  
11 if someone is interested later. The number of flights  
12 increases from two to eight. The number of winter days  
13 that the flights are offered remains at 112 through  
14 basically the skiing season. I mean, that's what's  
15 driving a lot of this.

16 The service, however, begins to expand in the  
17 projection to include Las Vegas -- we say Northern  
18 California -- that's San Francisco or Oakland. That's  
19 not defined at this point -- and Southern California,  
20 perhaps San Diego.

21 So there are other possible airports and that

22 will become important -- you'll see why in just a  
23 moment. And the number of annual visitors rises to and  
24 stays at about 60,900, and you'll see why in just a  
25 second.

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witness name

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1 The forecast also projects by about 2012 the  
2 interest in regional service will have gotten to the  
3 point that for -- perhaps 60 days, two months during the  
4 summer, that interest would -- would support regional  
5 service during the summer -- during the peak of the  
6 summer season. That would start at about 5500  
7 inplanements or visitors during this -- during that  
8 period on an annual basis over the two months and might  
9 increase in the forecast to a little over 6200. And by  
10 2013 what the forecast calls for is a total of about  
11 67,200 inplanements.

12 Now, this is the whole forecast. And it's on a  
13 board at the back where it's a little more visible than  
14 these little tiny numbers. But that gives you the --  
15 kind of the growth rate from 10,214 here up to about  
16 67,168.

17 I want to point out that from 2013 on, it's  
18 flat. It doesn't change. It doesn't continue to grow.  
19 The reason for that is -- remember I talked about the  
20 small footprint of the building? The projection is  
21 based on the fact that the terminal can only handle one  
22 plane at a time with 70 or 80 passengers. And you might  
23 get up to eight planes a day going through it, but  
24 pretty soon you're not going to be able to get any more

25 than that. And so that's in the forecast -- the

36

witness name

□

1 projection.  
2 Now, the FAA has reviewed the forecast and has  
3 accepted it as reasonable for the EIS. A forecast is a  
4 forecast. It's a guess. But the FAA has said that's  
5 reasonable enough to go forward and base our studies in  
6 terms of the impacts of the project on the number of --  
7 this number of inplanements. But I think it's important  
8 to understand that it flattens out. And -- and the  
9 reason I say that -- I want to compare it now to the old  
10 forecast that many of you are familiar with that was  
11 developed previously when we were into the original  
12 EIS. That was based on an agreement between Mammoth  
13 Mountain and American Airlines and a Letter of Interest  
14 from Alaska Airlines who were looking to provide service  
15 between Mammoth and Chicago, Dallas and Los Angeles  
16 using 757 and 737 aircraft -- bigger aircraft. Jet  
17 aircraft. That project also would have required  
18 extension of the runway, new terminal, other  
19 improvements that are out there. Importantly, for what  
20 I'm trying to present tonight -- the initial forecast in  
21 the opening year for that service was 29,300  
22 inplanements. Substantially higher than we're now  
23 talking about. And it grew over 10 years to 167,000.  
24 So you had a much higher volume in terms of numbers of  
25 visitors projected in the forecast. This graphic

witness name

□

1 compares the two. The forecast previously started in  
2 2007 and climbed. And you can see up to 167,000 here  
3 (indicating). The current forecast is this lower line  
4 which climbs up to about 67,000 and flattens out. And  
5 any expansion of the airport to a new -- bigger runway,  
6 bigger terminal, all of those types of thing, would  
7 require a separate FAA action. Similar to what was  
8 proposed before, and that's not under consideration at  
9 the -- at the present time and not on the table.

10 Now, a little bit about the flight routes.  
11 We've been consulting, Camille and I, with air traffic  
12 control; the people who control where commercial  
13 airliners fly over head. The routing is going to be  
14 based really on the newest technologies, which is  
15 internal navigation and more than likely GPS, which is  
16 what all pilots are basically using as point to point.  
17 They're not flying on the old airways as much. They fly  
18 from particular fixes. So we've met with ATC. And we  
19 say, "what fixes would you use to get a plane, for  
20 instance, from L.A. into Mammoth" -- given the  
21 topography and the existing approaches that are approved  
22 and so forth. The -- a couple things that are  
23 important -- this consideration -- is that you try to  
24 keep the aircraft in radar contact as much as you can.  
25 They're very uncomfortable with a plane out there flying

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witness name

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1 someplace that's not on their radar screen and trying to  
2 keep him from hitting other planes, which is really  
3 their consideration or the terrain and -- which leads to  
4 the consideration that the minimum vectoring altitude  
5 over the Sierras -- to come across the Sierras is 18,000  
6 feet. That's the bottom of controlled aerospace. It's  
7 the lowest altitude that airliners are generally going  
8 to be flying at. That's the very bottom. Most of them  
9 are going to be higher than that. At 24,000 or  
10 something. But that's the minimum they can be at coming  
11 across the mountains because it also happens to be the  
12 minimum at which, in this area, they can see them on  
13 radar. They -- they -- they don't vector anybody over  
14 here at less than 18,000 because they don't have a  
15 consistent radar signature. The radar is -- that  
16 they're using is probably coming out of Fresno. And  
17 they're looking over the mountains to the planes.

18 And so in meeting with them, they said "that's  
19 our minimum vectoring altitude. As well as what they  
20 use in the area." So this is the answer -- the initial  
21 answers we've gotten on the question of how they're  
22 going to fly up here.

23 And we -- we use a fairly broad corridor  
24 because a person sitting at a radar scope (sic) has  
25 conflicting traffic. So he tends to spread them out.

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witness name

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1 So it's a corridor. It's not a -- a direct line. But  
2 they would fly to the Bakersfield area and then they

3 would either fly up to Fresno and come across towards  
4 Bishop or they would fly to a navigational fix which  
5 exists up near Lake Thomas Edison over toward Bishop and  
6 on in. But those are known fixes. And in talking to  
7 them they said, "we'd" -- "we'd route them there because  
8 that's the best slot to get them in." Bishop becomes  
9 then an important part of getting into and out of  
10 Mammoth. And the reason is that there's only one  
11 published approach into Mammoth at the moment. The GPS  
12 approach. As I said that's probably going to be the  
13 dominant navigational tool. But that approach starts at  
14 the Bishop VOR. They fly north to a point in space  
15 that's on the east side of the valley. They turn west  
16 and come on across -- east of -- descending about 3,000  
17 feet. Not 2- but from 12,000 to 9,000. And then they  
18 continue on into the airport over Lake Crowley. So  
19 that's your departure.

20 If they're coming from the north -- and we'll  
21 show you the routes in just a second -- they come to  
22 another fix in space, down to the same spot and on in.

23 So what this does is at that point -- the  
24 plane, once he starts his approach over Bishop, he's  
25 going to go out of radar contact. So his flight route

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witness name

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1 is controlled by the published approaches. That's what  
2 they're going to use as they come in. So that kind of  
3 defines for us where the planes are going to be as they  
4 come in and go out.

5 These are available in the back. These are  
Page 37

6 hard to see on a screen. You got to get up closer to  
7 them. But these are the arrival routes that we've  
8 talked to ATC about. And just very simply from L.A. --  
9 L.A. -- they'd come north to Fresno across to Bishop up  
10 and into Mammoth or they might come up to Canda which is  
11 by Lake Thomas Edison out to Bishop. Remember they're  
12 in radar contact. And they have to remain above 18,000  
13 feet until they get there. At that point they're over  
14 the crest and can begin to start down. He can be  
15 cleared to Bishop which has -- he -- he can either see  
16 on -- on his -- several ways he can see it on navigation  
17 and he turns in on that approach and comes in. If he's  
18 coming from San Jose or something else in -- in -- in  
19 northern California he would come across perhaps on a  
20 different route into -- through a different fix to get  
21 to Bishop.

22 If they're coming from the north of -- from  
23 Oakland, which -- whose flow goes to the north, they'd  
24 come across -- up north of Yosemite, come down to a fix  
25 that's north of the airport. And on the same way,

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witness name

1 they'd come on in this way. Those are the arrivals.

2 Important aspects of departures; because the  
3 plane is not in radar contact, they use published  
4 departures. The only published departure procedure out  
5 of Mammoth calls for the plane to fly basically east or  
6 northeast intersect -- he intersects a vector -- a line  
7 toward Bishop -- flies down toward Bishop and climbing.

8 And about the time he gets -- kind of in the Bishop  
9 area, he's going to get up high enough to get in radar  
10 contact. And at that point they can clear him to his  
11 route. In talking to air traffic, if he's going to  
12 L.A., he's going to go back over Fresno and on south.  
13 If he's going to Las Vegas, he'll get -- in that area  
14 he'll go straight east. There's an airway that takes  
15 him to the east. If he's going back to Oakland, he'll  
16 turn around, go back up to this intersection called  
17 Nickel, up in here. And he'll join an approach. Right  
18 at this point they join a published approach into  
19 Oakland. Most of the approaches to the -- to  
20 San Francisco and those areas start right basically over  
21 the crest of the Sierras. That's where the initial  
22 fixes are.

23 So those are the routes that ATC has indicated  
24 to us are likely to be used. Now, we draw them as very  
25 skinny lines. I don't want anyone to get the impression

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witness name

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1 that there's a conga line. These are guys who are in  
2 vectors. There may be other aircraft that are up in the  
3 area.

4 These are some graphics I took. This is  
5 6:00 o'clock last night. These are the aircraft over  
6 Mammoth. This is at 10:00 o'clock last night. And this  
7 is at 6:30 this morning (indicating).

8 So it's not like there are no planes flying  
9 over these areas. There's air traffic up here and  
10 they're trying to work them at altitude through the

11 traffic. Just to give you and I an example of how they  
12 use something like Canda -- this aircraft right here --  
13 this is his track. It's a Delta. It's a -- that's a  
14 United Airlines flight coming in. Here's a -- a Delta  
15 flight right behind him. See the little turn he takes  
16 right there? (Inaudible.) I know where he is. It's  
17 Canda. That's what they use it for. They'll clear him  
18 to a spot because they've got traffic in the area. And  
19 so they have these fixes that they send the plane to.  
20 And he's turning on -- probably on into Oakland or  
21 San Francisco or someplace like that.

22 The point of these slides is it isn't like  
23 there aren't any planes up there and the service in and  
24 out has to work into that system. And that's what the  
25 radar controller is going to be doing.

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witness name

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1 MS. GIRABALDI: Bill? Excuse me. Did you want  
2 to give the website?

3 MR. FERRING: Hmmm?

4 MS. GIRABALDI: Did you want to give the  
5 website for that?

6 MR. FERRING: Yeah. There's a -- the -- these  
7 pictures come from a website called "Flightaware." It's  
8 all one word -- that you can log onto on the internet.  
9 And if in the lower left corner of the log-in page you  
10 put in "KMMH" and hit it, it will show you, with about a  
11 six-minute delay, the planes in the area, what they are,  
12 the altitudes they are, whether they're -- which plane

13 it is, which flight, how fast he's going, what altitude  
14 he's at, whether he's ascending or descending and so  
15 forth. And it's -- it's a snapshot. Six minutes  
16 delayed of what the FAA sees. The delay is for -- so  
17 somebody is not aiming or sending missiles at them or  
18 something. But it's -- it's a -- it's a very effective  
19 tool to get a sense for flights coming in over the --  
20 over the area.

21 Now, as Camille said, we're -- we're still  
22 here. The last time we had a scoping meeting a long  
23 time ago -- (inaudible) -- late 2003, we were at this  
24 point in the process. We're back to this point in the  
25 process of going through scoping, identifying issues.

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witness name

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1 we'll go through and prepare a draft as Camille has  
2 said. There will be a public hearing probably in the  
3 early part of next year since we're anticipating the  
4 draft coming out about the end of this year. And then  
5 the FA (sic) will proceed with preparation of a final  
6 and preparation of their record of decision. And with  
7 that, this is the address forth-way (sic) for sending in  
8 your comments. And that's the end of the presentation.

9 MS. GIRABALDI: Thank you. David and Jerry, if  
10 you want to start the process -- if there is anyone that  
11 would like to make verbal comments.

12 UNIDENTIFIED SPEAKER: The only one that  
13 filled out -- was Stephen Kalish. So if anybody else  
14 has comments -- they want to come up and fill out a card  
15 after -- if you want to speak.

16 UNIDENTIFIED SPEAKER: Are you ready for me?

17 MS. GIRABALDI: Yeah, if you want to come on  
18 up, that would be great.

19 MR. KALISH: My name is Stephen Kalish. I live  
20 in Swall Meadows.

21 MS. GIRABALDI: Thank you.

22 MR. KALISH: I've come in to quite a few of  
23 these meetings in the past and -- (inaudible) --

24 MS. GIRABALDI: Okay. Same here, sir.

25 MR. KALISH: (Inaudible) -- phone a few years

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witness name

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1 ago and she was nice enough to include me with the  
2 mailing of this event several years after the last one.

3 I'm a little disorganized. I was very busy  
4 today. My wife actually typed up my notes that I  
5 dictated in the car. I'm not quite sure what you're  
6 going to scope or what the FAA's interest in scoping is  
7 for this proposal, but I want to go back to the comments  
8 I've made in the past --

9 MS. GIRABALDI: That's fine.

10 MR. KALISH: -- which have all focused on  
11 safety.

12 MS. GIRABALDI: That's fine.

13 MR. KALISH: I understand you want a regional  
14 air service here. I understand that Horizon wants to  
15 bring a regional air service here. I live 20 minutes  
16 from the Mammoth Airport. I live 40 minutes from the  
17 Bishop Airport. I've landed at both places. I have

18 friends with planes. I would, as a passenger, much  
19 rather land at the Bishop Airport. Further away, three  
20 runways, no crosswind problems, no icing problems, no  
21 snow problems. I think it's a safer place to go.

22 So that's the issue that I would most like  
23 addressed; is the safety of bringing regional air  
24 service to Mammoth as opposed to Bishop.

25 And as I said, I have friends with planes. And

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witness name

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1 for every flight they make in and out of Bishop -- for  
2 every flight they take me in and out of Bishop, I have  
3 made probably several flights -- several drives to  
4 Bishop to pick them up because they keep their plane in  
5 Mammoth because they can't get a hanger in Bishop. But  
6 as they say, they -- they manage to land in Mammoth  
7 frequently. I don't fly with them very often but I have  
8 spent more time picking them up in Bishop when they had  
9 to detour because of the -- the unsafe landing  
10 conditions at -- at Mammoth and when -- when it was  
11 perfectly fine with three runways to land in Bishop.  
12 And they'll call and say, "Can you come pick me up here  
13 even though my car is in Mammoth?" That's been a fairly  
14 common occurrence for me.

15 I don't know what the story is with the -- with  
16 the weather data, but I would love to see it. And I  
17 would like the FAA to see it. Mammoth has automated  
18 weather. You can dial a telephone number and listen to  
19 it.

20 For Bridgeport in the north and for Bishop in

21 the south, you can log onto the National weather System  
22 website and see those hourly reports, wind speed, wind  
23 direction, wind gusts and other -- other perimeters.  
24 You can go back and look at them for two days. You can  
25 go back and look at them for seven days. If the winds

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witness name

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1 are in excess of 20 miles an hour -- or gusts in the  
2 excess of 20 miles an hour, it shows up in a boldface  
3 blue. Hour by hour, 24 hours a day, 365 days a year.  
4 Mammoth is so antiquated and is a private airport. They  
5 don't have equipment to connect with the National  
6 weather Service. And whatever kind of connection they  
7 have with the FAA, which is presumably inadequate for  
8 bringing in commercial flights, just isn't -- even if  
9 they transmit -- if they transmitted to the FAA, as I  
10 understand it, the National weather Service would love  
11 to collect it and put it on their website. But because  
12 there's no adequate transmission, because there's no  
13 decent equipment, the National weather Service can't  
14 connect with Mammoth on a regular basis to put it on  
15 their website, even though they do it with a much  
16 smaller airport in Bridgeport. The flight routes are  
17 wide and they appear to go over Swall Meadows. I don't  
18 know if that impacts Swall Meadows and the neighborhood  
19 in which I live. There's obviously been an effort to  
20 keep them away from the community of Crawley Lake. I  
21 would like to know what, if any, impact there would be  
22 on Swall Meadows.

23 I would like to call to the attention of the  
24 FAA the automated weather report out of Mammoth. If you  
25 listen to it, there's a tape-recording. You can dial up

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witness name

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1 their phone number and listen to it. I brought it on a  
2 little cassette if you aren't familiar with it.

3 Every -- every time I call up it says that  
4 planes are advised against landing in the first 3,000  
5 feet of Runway 27 when crosswinds are in excess of 15 --  
6 I'm not sure if that's knots or miles per hour. I'm not  
7 a pilot. That happens frequently. We've been trying to  
8 sail in the area the last few weeks and there's only  
9 been a couple of days in the last three weeks --  
10 (inaudible) -- when the winds have been less than 15  
11 miles an hour -- in the afternoon when I've been able to  
12 go sailing.

13 So that is -- that's just a standard citation  
14 on their -- on their -- on the thing; don't use the  
15 first 3,000 feet of the runway when crosswinds are in  
16 excess of 15 miles an hour.

17 And I've looked at the specs for the airplane  
18 in question. And the airplane in question wants a  
19 landing field of forty-two hundred and twenty-one feet.  
20 And if you take off 3,000 feet, this runway is too  
21 short.

22 So anyways I'm hoping that the FAA will obtain  
23 that kind of -- whatever -- the -- the data from the  
24 Automated Weather Service -- reporting at Mammoth.  
25 Hopefully they've got it on a computer. And an analysis

witness name

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1 can be made of how often on an hourly basis the winds  
2 are in -- crosswinds are -- are too high for a safe  
3 landing at Mammoth and how many hours cumulative, during  
4 the times when you want to bring planes in, it would not  
5 have been possible to land in Mammoth. It seems to me  
6 it would be a very high number and -- which begs the  
7 question of, "what's the alternative landing site?" And  
8 if the alternative landing site is Bishop, then why  
9 aren't we just landing in Bishop? I would love to have  
10 air service in the eastern Sierra. For safety reasons I  
11 would rather take off and land in Bishop where there's  
12 three long runways and no obstructions.

13 And the only other comment I would make is I  
14 also have friends in Search and Rescue in --  
15 (unintelligible) -- county. And one of my friends is  
16 permanently traumatized from picking up small body parts  
17 from a plane that crashed. I don't know if he was  
18 trying to get into or out of Mammoth, but she can't do  
19 that again.

20 And that is just to focus the issue on safety  
21 and where these planes ought to be landing and how often  
22 they could land here, even if they wanted to.

23 So I hope those will all be addressed in your  
24 analysis. And if Horizon is here, I would like to talk  
25 to them afterwards.

0  
1 MS. GIRABALDI: Thank you.

2 MR. KALISH: Thank you.

3 MS. GIRABALDI: I appreciate your comments.

4 Is there anyone else wishing to speak? If you  
5 can fill out a -- raise your hand and we'll get you a  
6 speaker card and then have you come on up to the  
7 microphone. No? Once, twice --

8 UNIDENTIFIED SPEAKER: (Inaudible.)

9 MS. GIRABALDI: Okay. With that -- what we'll  
10 do is we'll go ahead and close the verbal portion of  
11 tonight's meeting. We will be here until 8:00 o'clock.  
12 And if anyone comes in that has not seen the  
13 presentation, we have a board available and we will  
14 expect -- or accept all comments via written format.  
15 There's a box in the back of the room where your written  
16 comments can be provided, or as we had indicated  
17 previously, they can be sent to my office, my  
18 attention. And we thank you, very much for taking time  
19 out of your schedules to come here tonight to speak with  
20 us. Thank you.

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I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify: That the foregoing videotape was transcribed by me using machine shorthand; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of anyone associated with the proceedings transcribed by me.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Annette R. Hughes-Norfolk  
CSR No. 10048

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witness name

## **Appendix I-4**

### **Project Newsletters**

This appendix contains copies of the following newsletters prepared to inform the public of the progress of the preparation of the Draft EIS:

- Newsletter #1 (August 2006)
- Mailing List (August 2006)
- Newsletter #2 (November 2007)
- Mailing List (November 2007)



# Federal Aviation Administration Proposed Scheduled Air Service to Mammoth Yosemite Airport Environmental Impact Statement Newsletter

## Scoping Meetings

August 2006

On July 24, 2006 the FAA issued a Notice of Intent (NOI) in the Federal Register that it will prepare an Environmental Impact Statement (EIS) to consider approval of Horizon Airlines Operation Specifications to provide commercial air service using a DNC-8-402 (Q-400) turboprop aircraft to MMH and modification of the MMH Part 139 certification to allow for scheduled air service.

The FAA will hold Scoping Meetings to solicit public and agency input for the EIS process. The Scoping Meetings will take place on Thursday, August 24, 2006 at the Town of Mammoth Lakes Offices, Minaret Village Shopping Center, 437 Old Mammoth Lakes Road, Suite Z, Mammoth Lakes, CA 93546. The governmental and public agency meeting is scheduled from 1:00 - 4:00 PM and the meeting for the general public is scheduled from 5:00 - 8:00 PM, Pacific Standard Time.



## Former Airport Expansion Proposal

In the late 1990s Mammoth Mountain Ski Area (Mammoth Mountain) and American Airlines signed an Air Service Agreement for commercial air service between Mammoth Yosemite Airport (MMH) and Chicago (ORD) and Dallas/Fort Worth (DFW) using B757-200 aircraft. To accommodate this service the Town of Mammoth Lakes (Town) proposed to extend Runway 9/27 and construct new facilities to accommodate the proposed long-haul commercial service at MMH. The Town requested Federal Aviation Administration (FAA) approval of a revised Airport Layout Plan (ALP) for MMH, modification of the Town's Part 139 air carrier operation certification for MMH and Airport Improvement Program funding to finance the changes at MMH. In 2003, the Town entered into a Memorandum of Understanding with the FAA to prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for the proposed airport improvements.

## New Proposal for Regional Air Service

In the Fall of 2005, as a result of a public forum held by the Town, the proposal to expand MMH for long-haul service and revise the MMH ALP was abandoned in favor of a proposal to resume regional service similar to that which existed previously from 1970 through the mid-1990s. Horizon Air responded to the Town and the Mammoth Mountain's desire to resume air service. Subsequently, Horizon Air provided the Town and the FAA with letters documenting its interest in providing commercial air

service to MMH beginning with two flights per day from Los Angeles International Airport using a Bombardier Q-400 turboprop aircraft beginning in the winter of 2007-2008. The Q-400 accommodates approximately 70 to 78 passengers.

Aircraft providing these flights would use the best available technology and existing national airspace way-points. As shown in the above graphic, flights from LAX would generally travel northward to the Fresno area or to a specific way-point over the Sierras, then turn on an easterly heading towards the Town of Bishop. Aircraft would then travel northward to another

## New Proposal for Regional Air Service (continued)

existing way-point and finally west to MMH. The departure route would be essentially the reverse of the arrival route. Specific aircraft locations would likely vary around these general routes due to weather, air traffic, and other safety and efficiency considerations.

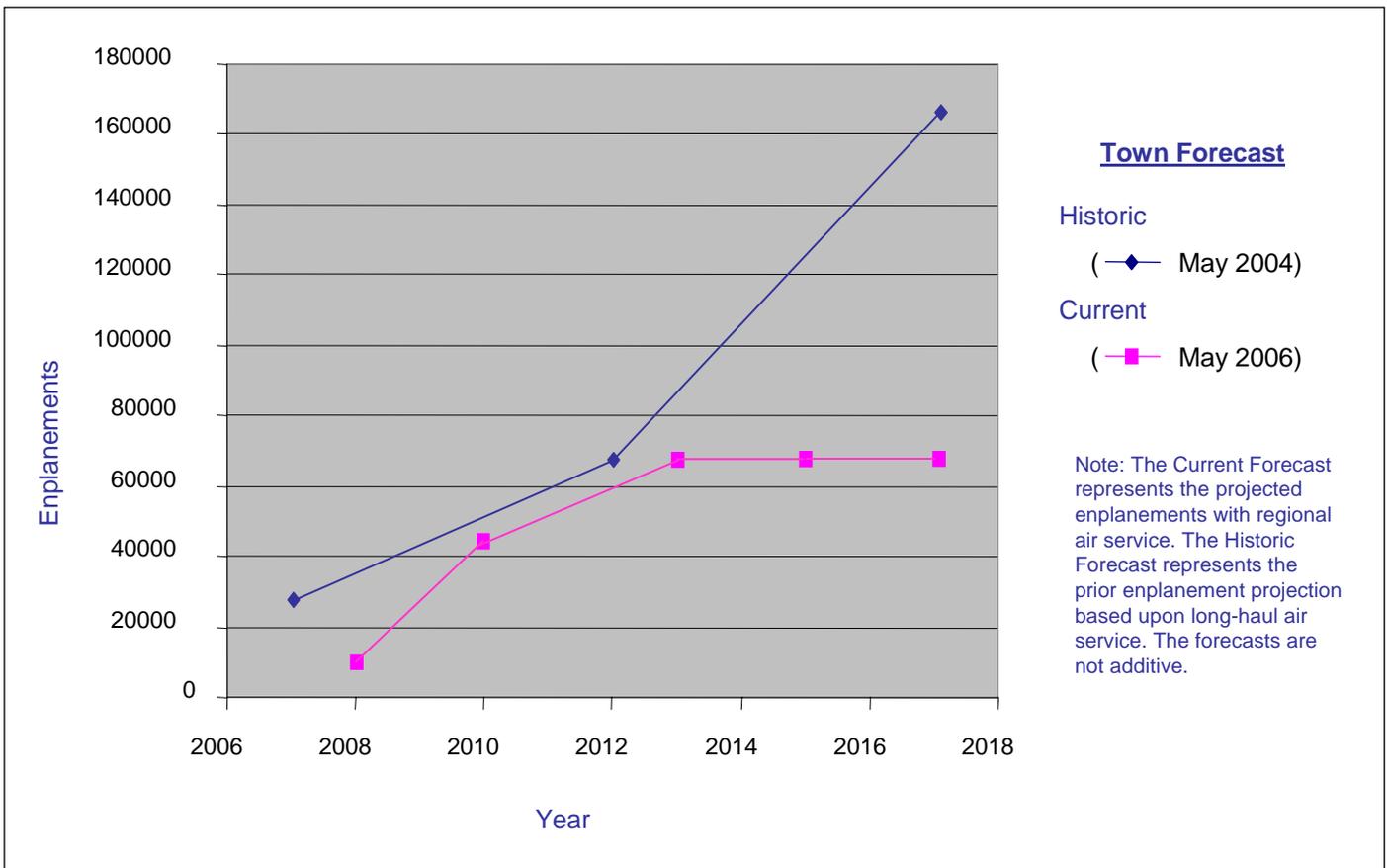
The Town proposes to accommodate the regional air service with no change to the MMH ALP, i.e. the runway will not be extended or widened and no new airport facilities will be constructed. Existing airport facilities would be used with minor alterations to accommodate passengers and security requirements. As a result of the Town's new proposal the FAA stopped the production of the MMH Expansion EIS and is initiating a new EIS to evaluate proposed Horizon Air Operation Specifications Approval and a change to MMH Part 139 Certificate to provide for scheduled commercial air service. (See Scoping Meeting on page 1).

## Comparison of the Proposals

The Mammoth Mountain Ski Area and American Airlines Air Service Agreement was forecast to generate approximately 29,300 annual enplanements (boarding passengers) in 2007 on 3 flights per day using Boeing 757 and 737 aircraft. By 2017 the growth in the number of winter flights and the addition of summer flights was projected to increase the number of annual enplanements to 167,100.

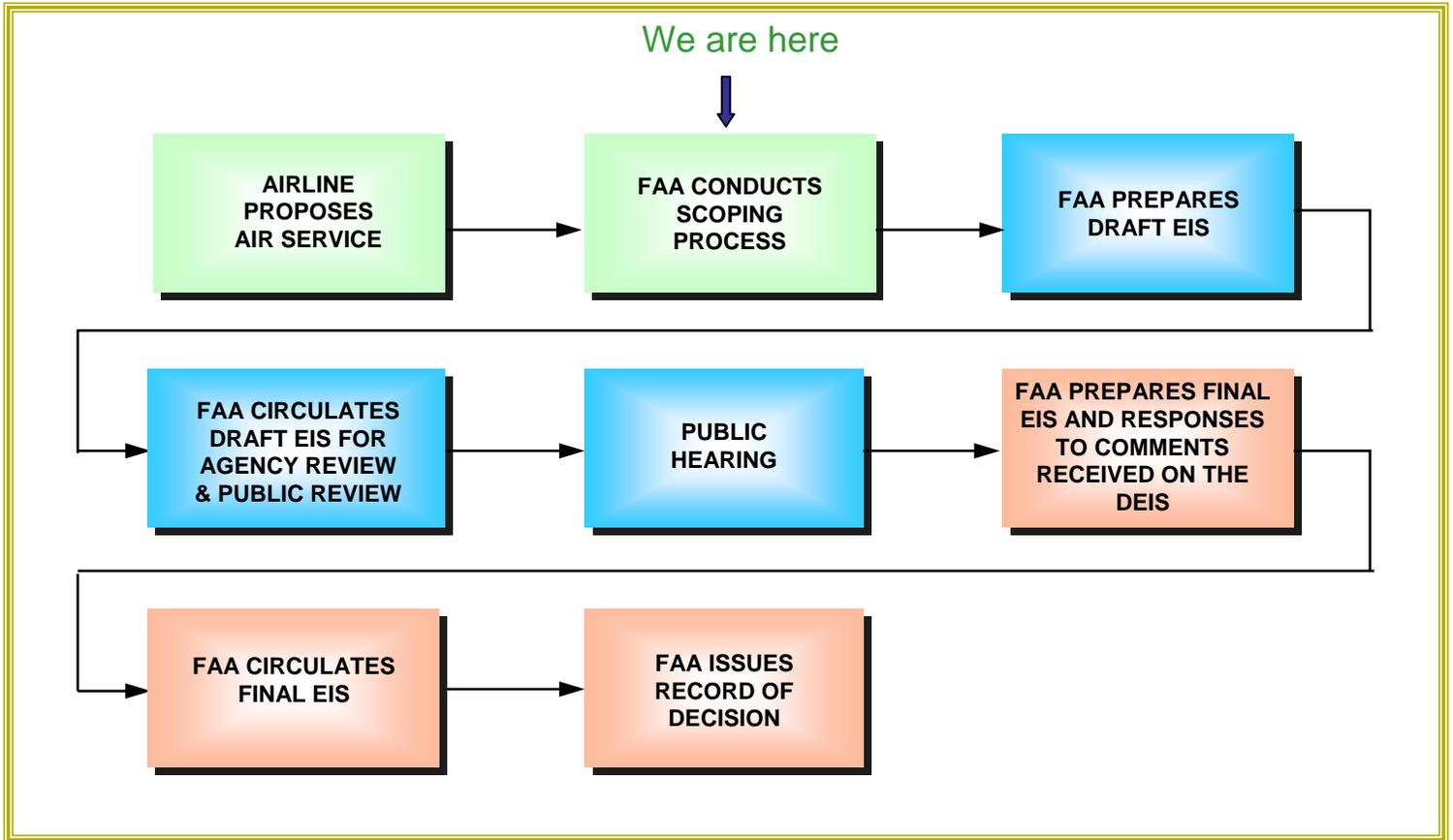
The Town has forecast that regional air service would generate approximately 10,200 enplanements in 2007/2008 with 2 flights per day during the winter season arriving from and departing to Los Angeles International Airport (LAX). By 2009/2010 the number of winter daily flights is projected to increase to 6, with a total of 44,100 enplanements and to include flights to and from both northern and southern California airports, as well as Las Vegas, Nevada. By 2012/2013, MMH is projected to have up to 8 flights per day in the winter, 2 flights per day in the summer, and 67,200 enplanements (60,900 in the winter months) from these same areas. The forecasted activity remains the same in subsequent years. Due to the current configuration of the airport runways and taxiways, the size of aircraft used for the proposed service will be limited. Due to the size of the building to be used as a passenger terminal, the maximum number of flights per day will be limited to eight. Prior to preparation of the EIS, the FAA must review and approve the forecast used in preparing the EIS. The following graphic compares the forecast prepared for the prior proposal in May 2004, with the current Town (May 2006) forecast for the regional service.

### Enplanement Forecast Comparison



## EIS Process

The following graphic illustrates where the FAA is in the overall Mammoth Yosemite Airport EIS process:



## Contact for Information:

Camille Garibaldi  
Environmental Protection Specialist  
United States Department of Transportation  
Federal Aviation Administration  
Western Pacific Region  
San Francisco Airports District Office  
831 Mitten Road, Room 210  
Burlingame, CA 94010-1303  
Phone: 650-876-2778, Ext. 613  
Facsimile: 650-876-2733



## Mailing List for the Mammoth-Yosemite Airport EIS Newsletter #2

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
315	Federal	Mr.	Skip	Erhard		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	charles.erhard@faa.gov	(202) 267-3187	Town
316	Federal	Ms.	Kate	Lang		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	Catherine.M.Lang@faa.gov	(202) 267-8738	Town
319	Federal	Mr.	Bill	Long		Federal Aviation Administration			15000 Aviation Blvd Rm 3024	Hawthorne	CA	90250	william.long@faa.gov	(310) 725-3635	Town
317	Federal	Ms.	Beth	Newman		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	elizabeth.newman@faa.gov	(202) 267-7713	Town
318	Federal	Ms.	Gail	Orendorff		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	gail.orendorff@faa.gov	(202) 493-4627	Town
203	Federal				Environmental Protection Specialist	Federal Aviation Administration	Western Pacific Region, Airports Division		PO Box 92007	Los Angeles	CA	90009		(310) 725-3637	
202	Federal	Ms.	Camille	Garibaldi	Environmental Protection Specialist	Federal Aviation Administration	San Francisco Airports District Office		831 Mitten Road, Suite 210	Burlingame	CA	94010	camille.garibaldi@faa.gov	(650) 876-2927	
320	Federal	Mr.	Andy	Richards		Federal Aviation Administration (ADO)			831 Mitten Rd Suite 210	Burlingame	CA	94010	andy.richards@faa.gov	(650) 876-2778	Town
321	Federal	Mr.	Dick	Angelo		Federal Aviation Administration (FSDO)			4900 Energy Way	Reno	NV	89502	richard.angelo@faa.gov	(775) 858-7700	Town
322	Federal	Mr.	Bob	Benson		Federal Aviation Administration (TSA)			1970 North Gateway, Suite 101	Fresno	CA	93727	Robert.Benson@dhs.gov	(559) 456-6828	Town
5	Federal	Mr.	Bruce	Henderson	Regulatory Branch Project Manager	U.S. Army Corps of Engineers	Los Angeles District Regulatory Branch	Ventura Field Office	2151 Alessandro Drive, Suite 110	Ventura	CA	93001	bruce.a.henderson@usace.army.mil	(805) 585-2145	
4	Federal	Mr.	Tom	Cavanaugh	Sacramento Valley Office Chief	U.S. Army Corps of Engineers		Sacramento District Office	1325 J Street	Sacramento	CA	95814-2922	thomas.j.cavanaugh@usace.army.mil	(916) 557-5261	
360	Federal	Mr.	Jeff	Bailey		U.S. Department of Agriculture	Forest Service		351 Pacu Lane, Suite 200	Bishop	CA	93514	jbailey@fs.fed.us	(760) 873-2444	Town
361	Federal	Ms.	Molly	Brown		U.S. Department of Agriculture	Forest Service		PO Box 148	Mammoth Lakes	CA	93546	mbrown01@fs.fed.us	(760) 924-5553	Town
340	Federal	Mr.	Robert	Pearce		U.S. Department of Agriculture	Natural Resources Conservation Service		270 See Vee Lane	Bishop	CA	93514	Robert.Pearce@ca.usda.gov	(760) 872-6111	Town
362	Federal	Mr.	Mike	Schlafmann		U.S. Department of Agriculture	Forest Service		PO Box 148	Mammoth Lakes	CA	93546	mschlafmann@fs.fed.us	(760) 924-5503	Town
73	Federal	Mr.	Rick	Murray	Inyo Lands Assistant	U.S. Department of Agriculture	Forest Service - Inyo National Forest	Lee Vining Ranger District	351 Pacu Lane, Suite 200	Bishop	CA	93514	murray01@fs.fed.us	(760) 647-3013	
74	Federal	Ms.	Sandy	Hogan	Inyo Special Project Coordinator	U.S. Department of Agriculture	Forest Service - Inyo National Forest	Mammoth Ranger Station	351 Pacu Lane, Suite 200	Bishop	CA	93514	shogan@fs.fed.us	(760) 924-5055	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
72	Federal	Mr.	Jack	Blackwell	Regional Forester	U.S. Department of Agriculture	Forest Service, Region 5	Office of the Regional Forester	1323 Club Dr.	Vallejo	CA	94592	jblackwell@fs.fed.us	(707) 562-9000	
23	Federal	Mr.	Edward	Tallyn	Soil Scientist	U.S. Department of Agriculture	Natural Resource Conservation Service		270 North See Vee Lane, Suite 6	Bishop	CA	93514-8067		(760) 872-6111	
363	Federal	Ms.	Mary Beth	Hennessy	Wilderness Specialist	U.S. Department of Agriculture	Forest Service						mhennessy@fs.fed.us	(760) 647-3033	Town
80	Federal	Ms.	Hilda	Diaz-Soltero	Regional Administrator	U.S. Department of Commerce	National Marine Fisheries Service, Southwest Region		501 Wester Ocean Blvd., Suite 4200	Long Beach	CA	90802-4213		(562) 980-4000	
22	Federal	Mr.	Douglas	Ash	Chief of Staff	U.S. Department of Energy		Oakland Operation Office	1301 Clay Street, 700 N	Oakland	CA	94612-5208	doug.ash@oak.doe.gov	(510) 673-1798	
78	Federal	Ms.	Diane	Brambila	Chief, Multi-Family Branch	U.S. Department of Housing and Urban Development	Region 9	Sacramento Field Office	925 L. Street	Sacramento	CA	95814-3702		(916) 498-5220	
79	Federal	Mr.	William	Vasquez	Revitalization Specialist	U.S. Department of Housing and Urban Development	Region 9	Los Angeles Field Office	611 West Sixth Street, Suite 800						
76	Federal	Mr.	William	Bolton	Senior Field Office Director	U.S. Department of Housing and Urban Development	Region 9	Sacramento Field Office	925 L. Street	Sacramento	CA	95814-3702	william_f_bolton@hud.gov	(916) 498-5220	
77	Federal	Mr.	William	Armstead	Senior Revitalization Specialist	U.S. Department of Housing and Urban Development	Region 9	Sacramento Field Office	925 L. Street	Sacramento	CA	95814-3702		(916) 498-5220	
15	Federal	Mr.	Bill	Dunkelberger	Field Manager	U.S. Department of Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	bill_dunkelberger@ca.blm.gov	(760) 872-5011	
293	Federal	Ms.	Carol	Blaney		U.S. Department of the Interior	National Park Service		PO Box 266	El Portal	CA	95318	Carol_Blaney@nps.gov		
17	Federal	Mr.	Joe	Pollini	Assistant Field Manager	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	jpollini@ca.blm.gov	(760) 872-5020	
20	Federal	Ms.	Deanna	Dulen	Devils Postpile Superintendent	U.S. Department of the Interior	National Park Service	Devils Postpile National	PO Box 3999	Mammoth Lakes	CA	93546	deanna_dullen@nps.gov	(760) 937-2931	
18	Federal	Mr.	Steve	Nelson	GIS Coordinator/Ecologist	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	snelson@ca.blm.gov	(760) 872-5006	
21	Federal	Mr.	Michael	Reynolds	Park Planning Program Manager	U.S. Department of the Interior	National Park Service	Yosemite National Park	PO Box 557	Yosemite	CA	95389	michael_reynolds@nps.gov	(209) 372-0201	
71	Federal	Mr.	Jonathon B.	Jarvis	Regional Director	U.S. Department of the Interior	National Park Service - Pacific West Region		1111 Jackson St., Suite 700	Oakland	CA	94607		(510) 817-1304	
16	Federal	Ms.	Terri	Russi	Supervisory Wildlife Biologist	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	trussi@ca.blm.gov	(760) 872-5035	
19	Federal	Ms.	Joy	Fatooh	Wildlife Biologist 351 Pacu Lane	U.S. Department of the Interior	Bureau of Land Management		351 Pacu Lane, Suite 100	Bishop	CA	93514	jfatooh@ca.blm.gov	(760) 872-5029	
1	Federal	Mr.	Gary	Hamby	Division Administrator	U.S. Department of Transportation	Federal Highway Administration	Sacramento Office	650 Capital Mall, Suite 4-100	Sacramento	CA	95814	gary.hamby@fhwa.dot.gov	(916) 498-5001	
2	Federal	Mr.	Gary	Sweeten	Environmental Specialist	U.S. Department of Transportation	Federal Highway Administration	Sacramento Office	650 Capitol Mall, Suite 4-100	Sacramento	CA	95814	gary.sweeten@fhwa.dot.gov	(916) 498-5128	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
3	Federal	Mr.	Dominic	Hoang	Project Development Engineer	U.S. Department of Transportation	Federal Highway Administration	Sacramento Office	650 Capitol Mall, Suite 4-100	Sacramento	CA	95814	dominic.hoang@fhwa.dot.gov	(916) 498-5001	
81	Federal	Mr.	Steven	Barhite	Chief	U.S. Environmental Protection Agency	Region IX		75 Hawthorne Street	San Francisco	CA	94105	barhite.steven@epa.gov	(415) 972-3980	
7	Federal	Mr.	Daniel	Reich	Attorney Advisor	U.S. Environmental Protection Agency, Region IX	Office of Federal Activities, CMD-2		75 Hawthorne Street	San Francisco	CA	94105-3901	reich.daniel@epa.gov	(415) 972-3811	
6	Federal	Mr.	David	Tomsovic	EIS Reviewer	U.S. Environmental Protection Agency, Region IX	Office of Federal Activities, CMD-2		75 Hawthorne Street	San Francisco	CA	94105-3901	tomsovic.david@epa.gov	(415) 972-3858	
8	Federal	Mr.	Eugene	Bromley	Environmental Engineer, Clean Water	U.S. Environmental Protection Agency, Region IX	Office of Federal Activities, CMD-2		75 Hawthorne Street	San Francisco	CA	94105-3901	bromley.eugene@epa.gov	(415) 972-3510	
10	Federal	Ms.	Diane	Noda	Field Supervisor	U.S. Fish and Wildlife Office, Region 1	Ventura Fish and Wildlife Office		2493 Portola Road, Suite B	Ventura	CA	93003-7726	diane_noda@fws.gov	(805) 644-1766	Town
11	Federal	Mr.	Carl	Benz	Assistant Field Supervisor	U.S. Fish and Wildlife Service, Region 1	Ventura Fish and Wildlife Office		2493 Portola Road, Suite B	Ventura	CA	93003-7266	carl_benz@fws.gov	(805) 644-1766	Town
9	Federal	Ms.	Jacquelin	Schafer	Director	U.S. Fish and Wildlife Service, Region 1	California/Nevada Operation Office		2800 Cottage Way, Room W-2606	Sacramento	CA	95825-1846	jacquelin_schafer@r1.fws.gov	(916) 414-6464	
12	Federal	Ms.	Judy	Hohman	Supervisory Biologist	U.S. Fish and Wildlife Service, Region 1	Ventura Fish and Wildlife Office		2493 Portola Road, Suite B	Ventura	CA	93003-7226	judy_hohman@r1.fws.gov	(805) 644-1766	
75	Federal	Ms.	JoEllen	Keil	Acting Mammoth District Ranger	U.S. Forest Service		Mammoth Ranger Station	PO Box 148	Mammoth Lakes	CA	93546	jkeil@fs.fed.us	(760) 924-5553	
185	Federal	The Honorable	Howard P. "Buck"	McKeon	Congressman	U.S. House of Representatives	District 25		1008 W. Ave. M-14, Suite E-1	Palmdale	CA	93551		(661) 274-9688	
46	Federal	The Honorable	Barbara	Boxer	Senator	U.S. Senate			1130 "O" St., Ste. 2450	Fresno	CA	93721		(559) 497-5109	
47	Federal	The Honorable	Diane	Feinstein	Senator	U.S. Senate			1130 "O" Street, Ste. 2446	Fresno	CA	93721		(559) 485-7430	
90	State	Mr.	Gary	Honcoop	Manager	California Air Resources Board	Planning and Technical Support Division		PO Box 2158	Sacramento	CA	94296-0001	ghoncoop@arb.ca.gov		
91	State	Mr.	James	Lerner	Strategic Analysis Liason	California Air Resources Board	Planning and Technical Support Division		PO Box 2158	Sacramento	CA	94296-0001	jlerner@arb.ca.gov	(916) 322-6007	
102	State	Mr.	Kent	Trott		California Department of Conservation			801 K Street, MS-24-01	Sacramento	CA	95814		(916) 322-1080	
88	State	Ms.	Denyse	Racine		California Department of Fish and Game	Region 6, Eastern Sierra-Inland Deserts Region	Bishop Field Office	407 West Line Street	Bishop	CA	93514	dracine@dfg.ca.gov	(760) 872-1171	
86	State	Mr.	Michael	Haynie	Deputy Regional Manager	California Department of Fish and Game	Region 6, Eastern Sierra-Inland Deserts	Bishop Field Office	407 West Line Street	Bishop	CA	93514		(760) 872-1171	
295	State	Ms.	Jenny C.	Marr	Staff Environmental Scientist, Habitat	California Department of Fish and Game	Region 2, Sacramento Valley Central Sierra		1100 Fortress Ave, Suite 2	Chico	CA	95973		(530) 895-4267	
87	State	Mr.	Darrell M.	Wong	Supervisor, Habitat Conservation Program	California Department of Fish and Game	Region 6, Eastern Sierra-Inland Deserts	Bishop Field Office	407 West Line Street	Bishop	CA	93514		(760) 872-1171	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
94	State	Mr.	Allen	Robertson		California Department of Forestry and Fire Protection			PO Box 944246	Sacramento	CA	94244-2460	allen.robertson@fire.ca.gov	(916) 657-0300	
302	State	Mr.	Kenneth	Toy		California Department of Forestry and Fire Protection			2781 S. Round Valley Rd	Bishop	CA	93514	ken.toy@fire.ca.gov	(760) 387-2565	Town
13	State	Mr.	Bill	Lockyear	Attorney General	California Department of Justice	State of California Attorney General's Office		PO Box 7055-0550	Oakland	CA	94612		(510) 367-3678	
14	State	Ms.	Janill	Richards	Deputy Attorney General	California Department of Justice	State of California Attorney General's Office		PO Box 7055-0550	Oakland	CA	94612	janill.richards2doj.ca.gov	(510) 367-3678	
92	State	Dr.	Knox	Mellon	State Historic Preservation Officer	California Department of Parks and Recreation	Office of Historic Preservation		PO Box 942896	Sacramento	CA	94296-0001	kmell@ohp.parks.ca.gov	(916) 653-7113	
93	State	Mr.	Hans	Kreutzberg	Supervisor of Cultural Resources Program	California Department of Parks and Recreation	Office of Historic Preservation		PO Box 942896	Sacramento	CA	94296-0001	hkreu@ohp.parks.ca.gov	(916) 653-9107	
83	State	Ms.	Sandy	Hesnard		California Department of Transportation	Division of Aeronautics, MS 40		PO Box 942874	Sacramento	CA	94287-0001	sandy_hesnard@dot.ca.gov	(916) 654-5314	
303	State	Mr.	Brad	Mettam		California Department of Transportation	District 9		500 S Main St	Bishop	CA	93514	Brad.mettam@dot.ca.gov	(760) 782-0691	Town
84	State	Mr.	Tom	Hallenbeck	District Director	California Department of Transportation	District 9		500 South Main Street	Bishop	CA	93514	tom_hallenbeck@dot.ca.gov	(760) 872-0602	
85	State	Ms.	Gayle	Rosander	IGR/CEA Coordinator	California Department of Transportation	District 9		500 South Main Street	Bishop	CA	93514	gayle_rosander@dot.ca.gov	(760) 872-0601	
370	State	Mr.	David V.	Bloom	Transportation Planner	California Department of Transportation	District 9		500 South Main Street	Bishop	CA	93514	dave_bloom@dot.ca.gov	(760) 872-6799	Town
89	State	Mr.	Nadell	Gayou	Senior Engineer	California Department of Water Resources	Division of Planning and Local Assistance		PO Box 942836	Sacramento	CA	94236-0001	ngayou@water.ca.gov	(916) 651-9642	
82	State	Mr.	Terry	Roberts	State Clearinghouse Director	California Governor's Office	Office of Planning and Research		PO Box 3044	Sacramento	CA	95812-3044		(916) 445-0613	
350	State					California Governor's Office of Planning and Research	State Clearinghouse		1400 10th Street, Room 222	Sacramento	CA	95814	state.clearinghouse@opr.ca.gov		Town
101	State	Mr.	Dennis	Brunette	Lieutenant	California Highway Patrol	Office of Special Projects		2555 First Avenue	Sacramento	CA	95814			
104	State	Ms.	Debby	Treadway		California Native American Heritage Commission			915 Capitol Mall, Room 364	Sacramento	CA	95814			EJ
103	State	Ms.	Pam	Bruner		California Reclamation Board			PO Box 942836	Sacramento	CA	95825-8202			
186	State	The Honorable	Dave	Cogdill	Assemblyman	California State Assembly	District 25		1912 Standiford Ave., Suite 4	Modesto	CA	95350		(916) 319-2025	
95	State	Ms.	Betty	Silva		California State Lands Commission			100 Howe Avenue, Suite 100-S	Sacramento	CA	95825-8202	silvab@slc.ca.gov		
187	State	The Honorable	Dave	Cox	Senator	California State Senate	District 1		State Capitol, Room 2068	Sacramento	CA	95814	senator.cox@sen.ca.gov	(916) 651-4001	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
96	State	Mr.	Walt	Petit	Executive Director	California State Water Resources Board	Directors Office		901 P Street	Sacramento	CA	95814			
100	State	Mr.	Hisam	Baqai		California State Water Resources Control Board	Regional Water Quality Control Board	Lahontan Region	15428 Civic Center Drive, Suite 100	Victorville	CA	92392-2494	hbaqai@rb6v.swrcb.ca.gov	(760) 241-7325	
98	State	Mr.	Douglas	Feay	Associate Engineering Geologist	California State Water Resources Control Board	Regional Water Quality Control Board	Lahontan Region	15428 Civic Center Drive, Suite 100	Victorville	CA	92392-2494	dfeay@rb6v.swrcb.ca.gov	(760) 241-7353	
97	State	Mr.	Edward	Anton	Division Chief	California State Water Resources Control Board	Clean Water Program Division		PO Box 100	Sacramento	CA	95812		(916) 341-5250	
99	State	Ms.	Cindi	Mitton	Senior Engineer	California State Water Resources Control Board	Regional Water Quality Control Board	Lahontan Region	15428 Civic Center Drive, Suite 100	Victorville	CA	92392-2494	cmitton@rb6v.swrcb.ca.gov	(760) 241-7413	
116	Regional	Mr.	Larry	Cameron		Great Basin Unified Air Pollution Control District			157 Short Street, Suite 6	Bishop	CA	93514-3537		(760) 872-8211	
117	Regional	Ms.	Ellen	Hardebeck	Air Pollution Control Officer	Great Basin Unified Air Pollution Control District			157 Short Street, Suite 6	Bishop	CA	93514-3537		(760) 872-8211	
115	Regional	Mr.	Duane	Ono	Deputy Air Pollution Control Officer	Great Basin Unified Air Pollution Control District			157 Short Street, Suite 6	Bishop	CA	93514-3537	duaneono@yahoo.com	(760) 872-8211	
126	Regional	Mr.	Julian	Vurke	CEO	LA County Metropolitan Transportation Authority			5413 Avalon Boulevard	Los Angeles	CA	90011			
124	Regional	Ms.	Lori	Gillem		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
125	Regional	Ms.	Debbie	House		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
121	Regional	Mr.	Clarence	Martin		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
122	Regional	Mr.	Dale	Schmidt		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
123	Regional	Mr.	Brian	Tillemans		LA Department of Water and Power		Bishop Office	300 Mandich Street	Bishop	CA	93514		(760) 872-1104	
120	Regional	Mr.	Gene	Coufal	Manager, Aqueduct Business Group	LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
119	Regional	Mr.	Dan	Lyster	Chair	Long Valley Hydrologic Advisory Committe			PO Bo 347	Mammoth Lakes	CA	93546		(760) 924-5452	
332	Regional	Mr.	Tom	Cage	Board Member	Mammoth Community Water District			PO Box 598	Mammoth Lakes	CA	93546	tom@kittredge.net	(760) 934-7566	Town
112	Regional	Mr.	Gary	Sisson	General Manager	Mammoth Community Water District			PO Box 597	Mammoth Lakes	CA	93546	gsisson@mcwd.dst.ca.us	(760) 934-2596	Town
127	Regional	Mr.	Ronald	Bates	President	Southern California Council of Governments			818 West Seventh Street, Twelvth Floor	Los Angeles	CA	90017			
114	Regional	Mr.	Gary	Meyers	CEO	Southern Mono Health Care District			PO Box 660	Mammoth Lakes	CA	93546		(760) 924-4010	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
379	County	Mr.	Kevin	Carunchio		Inyo County			PO Drawer N	Independence	CA	93526	kcarunchio@qnet.com	(760) 878-0460	Town
111	County	Mr.	Ron	Juliff	Chief Administrative Officer	Inyo County			PO Drawer N	Independence	CA	93526		(760) 872-2971	
292	County	Mr.	Ron	Chegwidden	Director	Inyo County	Department of Public Works		PO Drawer Q	Independence	CA	93526		(760) 878-0201	
289	County	The Honorable	Richard	Cervantes	Fifth District Supervisor	Inyo County			1044 Hunter Road	Lone Pine	CA	93545	info@lonepinechamber.org	(760) 876-4719	
285	County	The Honorable	Linda	Arcularius	First District Supervisor	Inyo County			225 N. Round Valley Road	Bishop	CA	93514	ARKy@qnet.com	(760) 387-2692	
288	County	The Honorable	Jim	Bilyeu	Fourth District Supervisor	Inyo County			PO Box 388	Independence	CA	93526	bilyeu@qnet.com	(760) 878-2745	
286	County	The Honorable	Susan	Cash	Second District Supervisor	Inyo County			431 Short Street	Bishop	CA	93514	Cash93514@msn.com	(760) 872-3408	
287	County	The Honorable	Ted	Williams	Third District Supervisor	Inyo County			278 Pa Me Lane	Bishop	CA	93514	twilliams@qnet.com	(760) 872-0917	
239	County					Inyo County Public Assistance			912 North Main Street	Bishop	CA	93514		(760) 872-1394	EJ
238	County					Inyo County Public Assistance	Department of Health & Human Services		PO Box 514	Lone Pine	CA	93545		(760) 876-5545	EJ
250	County					Inyo Mono WIC			162 Grove Street	Bishop	CA	93514		(760) 872-1885	EJ
251	County					Inyo Mono WIC	Mono County Health Dept.	Personal Health Services	PO Box 3329	Mammoth Lakes	CA	93546		(760) 872-1885	EJ
329	County		Stell	Manfredi	County Administrative Officer	Madera County			333 W. Olive Ave	Madera	CA	93637	smanfredi@maderacounty.com	(559) 675-7703	Town
337	County	Mr.	Evan	Nikirk	Department Head	Mono Conty Public Works Department			PO Box 457	Bridgeport	CA	93517	enikirk@mono.ca.gov	(760) 932-5440	Town
68	County	Mr.	Renn	Nolan	Clerk of the Board	Mono County			PO Box 237	Bridgeport	CA	93517		(760) 932-5533	
110	County	Mr.	Scott	Burns	Community Development Director	Mono County			PO Box 347	Mammoth Lakes	CA	93546		(760) 924-1800	
191	County	Mr.	Dave	Wilbrecht	County Administrator	Mono County			PO Box 696	Bridgeport	CA	93517		(760) 932-5410	
62	County	Mr.	Rich	Boardman	Director of Public Works	Mono County			PO Box 457	Bridgeport	CA	93517	rboardman@mono.ca.gov	(760) 932-5452	
334	County	Mr.	Jeff	Irons	Economic Development Coordinator	Mono County			PO Box 347	Mammoth Lakes	CA	93546	jirons@mono.ca.gov	(760) 924-1800	Town
63	County	The Honorable	John	Cecil	Supervisor	Mono County			PO Box 654	Bridgeport	CA	93517	jcecil@mono.ca.gov	(760) 932-7924	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
64	County	The Honorable	Tom	Farnetti	Supervisor	Mono County			PO Box 1237	Mammoth Lakes	CA	93546	tfarnetti@mono.ca.gov	(760) 934-3518	
66	County	The Honorable	Duane "Hap"	Hazard	Supervisor	Mono County			PO Box 554	Mammoth Lakes	CA	93546	hhazard@mono.ca.gov	(760) 935-4999	
65	County	The Honorable	Byng	Hunt	Supervisor	Mono County			PO Box 2608	Mammoth Lakes	CA	93546	bhunt@mono.ca.gov	(760) 934-6643	
67	County	The Honorable	Vicki	Magee-Bauer	Supervisor	Mono County			PO Box 25	June Lake	CA	93529	vmageebauer@mono.ca.gov	(760) 648-7831	
335	County	Mr.	R. Glenn	Barnes		Mono County Assessors Office			PO Box 456	Mammoth Lakes	CA	93546	gbarnes@mono.ca.gov	(760) 932-5510	Town
378	County	Mr.	Dennis	Lampson		Mono County Health Department	Environmental Health Division		PO Box 476	Bridgeport	CA	93517	dlampson@mono.ca.gov	(760) 932-5580	Town
336	County	Mr.	Louis	Molina		Mono County Health Department	Environmental Health Division		PO Box 3329	Mammoth Lakes	CA	93546	lmolina@mono.ca.gov	(760) 924-1845	Town
249	County					Mono County Health Department - South County			437 Old Mammoth Road, Suite Q	Mammoth Lakes	CA	93546		(760) 924-5410	EJ
50	County	Mr.	Richard A.	McAteer	Superintendent	Mono County Office of Education		Mammoth Lakes Office	PO Box 130	Mammoth Lakes	CA	93546-0130		(760) 934-0031	
241	County					Mono County Social Services			PO Box 2969	Mammoth Lakes	CA	93546		(760) 934-3511	EJ
240	County					Mono County Social Services			PO Box 576	Bridgeport	CA	93517			EJ
359	City	Mr.	Peter	Tracy	City Attorney	City of Bishop			106 S. Main St.	Bishop	CA	93515	inyomono@stanfordalumni.org	(760) 872-1101	Town
299	City	The Honorable	Martin L. "Smiley"	Connolly	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
300	City	The Honorable	Frank	Crom	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
301	City	The Honorable	Susan	Cullen	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
298	City	The Honorable	Kathryn	Henderson	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
108	City	Mr.	Michael	Barnes	Director	City of Bishop	Eastern Sierra Regional Airport		703 Airport Road	Bishop	CA	93514			
380	City	Mr.	David	Grah	Director	City of Bishop	Public Works		377 West Line Street	Bishop	CA	93514	davegrah@ca-bishop.us	(760) 873-5863	Town
109	City	The Honorable	John W.	Young	Mayor	City of Bishop			PO BOX 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	
107	City	Mr.	Richard	Pucci	Planning Director	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
106	City	Ms.	Peggy	Temple		City of Corona	Planning Department		815 West Sixth Street	Corona	CA	92882			
105	City	The Honorable	Karen	Spiegel	Mayor	City of Corona			400 South Vicentia Avenue	Corona	CA	92882	kspiegel@ci.corona.ca.us	(951) 736-2201	
384	City	Mr.	Scot	Mende	New Growth Manager	City of Sacramento			915 I Street, 3rd Floor	Sacramento	CA	95814			
328	City	Mr.	Fred	Stump		Long Valley Fire Protection District			Route 1, Box 1145	Crowley Lake	CA	93546	longvalley@gnet.com	(760) 935-4545	Town
327	City					Los Angeles Department of Recreation and Parks			1200 W 7th Street, 7th Floor	Los Angeles	CA	90017			Town
113	City	Mr.	Thom	Heller		Mammoth Lakes Fire Protection District			PO Box 5	Mammoth Lakes	CA	93546	theller@mammothlakesfd.com	(760) 934-2300	
44	City		Shannon	Freeman	Director	Mammoth Lakes Visitors Bureau			PO Box 48	Mammoth Lakes	CA	93546		(760) 934-2712	
59	City	Mr.	Bill	Taylor	Acting Community Development Director	Town of Mammoth Lakes	Environmental & Advanced Planning		PO Box 1609	Mammoth Lakes	CA	93546	wtaylor@ci.mammoth-lakes.ca.us	(760) 934-8989	
383	City		Jamie	Gray	Administrative Secretary	Town of Mammoth Lakes	Administration		PO Box 1609	Mammoth Lakes	CA	93546	jgray@ci.mammoth-lakes.ca.us	(760) 934-8989	Town
368	City	Ms.	Barbara	Richter	Administrative Secretary	Town of Mammoth Lakes	Mammoth Yosemite Airport		PO Box 1609	Mammoth Lakes	CA	93546	brichter@ci.mammoth-lakes.ca.us	(760) 934-2712	Town
61	City	Mr.	Bill	Manning	Airport & Transportation Director	Town of Mammoth Lakes	Mammoth Yosemite Airport		PO Box 1609	Mammoth Lakes	CA	93546	wmanning@ci.mammoth-lakes.ca.us	(760) 934-3813	
69	City	Mr.	Dennis	Cardoza	Assistant Airport Manager	Town of Mammoth Lakes	Mammoth Yosemite Airport		PO Box 1609	Mammoth Lakes	CA	93546	dcardoza@ci.mammoth-lakes.ca.us	(760) 934-3813	
54	City	The Honorable	John	Eastman	Councilmember	Town of Mammoth Lakes			PO Box 1305	Mammoth Lakes	CA	93546	eastmanhs@uneedspeed.net	(760) 934-6584	Town
205	City	The Honorable	Skip	Harvey	Councilmember	Town of Mammoth Lakes			PO Box 1609	Mammoth Lakes	CA	93546	akstapp@msn.com	(760) 934-3702	Town
357	City	The Honorable	Neil	McCarroll	Councilmember	Town of Mammoth Lakes			PO Box 1609	Mammoth Lakes	CA	93546	neilmccarroll@earthlink.net	(760) 934-3200	Town
55	City	The Honorable	Kirk	Stapp	Councilmember	Town of Mammoth Lakes			PO Box 7254	Mammoth Lakes	CA	93546		(760) 934-8541	
358	City	The Honorable	Wendy	Sugimura	Councilmember	Town of Mammoth Lakes			PO Box 8244	Mammoth Lakes	CA	93546	wendy_sugimura@yahoo.com	(760) 914-2962	Town
58	City	Ms.	Karen	Johnston	Deputy Town Manager	Town of Mammoth Lakes	Community Development		PO Box 1609	Mammoth Lakes	CA	93546	kjohnston@ci.mammoth-lakes.ca.us	(760) 934-8989	
352	City	Ms.	Danna	Stroud	Director	Town of Mammoth Lakes	Tourism & Recreation Department		PO Box 1609	Mammoth Lakes	CA	93546	dstroud@visitmammoth.com	(760) 934-2712	Town
353	City	Mr.	Mark	Wardlaw	Director	Town of Mammoth Lakes	Community Development Department		PO Box 1609	Mammoth Lakes	CA	93546	mwardlaw@ci.mammoth-lakes.ca.us	(760) 934-8989	Town

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51	City	The Honorable	Rick	Wood	Mayor	Town of Mammoth Lakes			PO Box 2114	Mammoth Lakes	CA	93546		(760) 934-5821	
60	City	Mr.	Ray	Jarvis	Public Works Director	Town of Mammoth Lakes	Public Works		PO Box 1609	Mammoth Lakes	CA	93546		(760) 934-8989	
57	City	Ms.	Anita	Hatter	Town Clerk	Town of Mammoth Lakes	Administration		PO Box 1609	Mammoth Lakes	CA	93546	ahatter@ci.mammoth-lakes.ca.us	(760) 934-8989	
56	City	Mr.	Rob	Clark	Town Manager	Town of Mammoth Lakes	Administration		PO Box 1609	Mammoth Lakes	CA	93546	rclark@ci.mammoth-lakes.ca.us	(760) 934-8989	
341	City	Ms.	Jo	Bacon	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 100 PMB 134	Mammoth Lakes	CA	93546	jbacon22@verizon.net	(760) 934-4932	Town
53	City	Mr.	Tony	Barrett	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 2294	Mammoth Lakes	CA	93546	barjur6@aol.com	(760) 924-0027	Town
342	City	Ms.	Rhonda	Duggan	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 9057	Mammoth Lakes	CA	93546	rhonda.duggan@mammoth-mtn.com	(760) 935-4063	Town
343	City	Mr.	Roy	Saari	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 1609	Mammoth Lakes	CA	93546	saaris@gnet.com	(760) 934-2704	Town
344	City	Ms.	Elizabeth	Tenney	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 1609	Mammoth Lakes	CA	93546	etenney@npgcable.com	(760) 924-8475	Town
228	Tribal	Ms.	Andrea	Eriksson	Chairperson	Antelope Valley Indian Commission			PO Box 87	Coleville	CA	96107		(760) 495-2434	EJ
234	Tribal					Benton Paiute Reservation			Star Route 4, Box 56-A	Benton	CA	93512		(760) 933-2321	EJ
216	Tribal	Ms.	Jessica	Bacoch	Chairperson	Big Pine Indian Reservation			841 S. Main Street	Big Pine	CA	93514		(760) 938-2003	EJ
217	Tribal					Big Pine Paiute Reservation			1050 S. Richards	Big Pine	CA	93513		(760) 938-2428	EJ
230	Tribal	Mr.	Jason	Warren	Environmental Director	Big Pine Paiute Tribe			PO Box 700	Big Pine	CA	93573		(760) 938-2003	EJ
214	Tribal	Mr.	Jim	Edenso	CEO	Bishop Paiute Development Corporation			270 N See Vee Ln #1	Bishop	CA	93514		(760) 872-4172	EJ
213	Tribal	Mr.	Greg	Shipman	Administrator	Bishop Paiute Tribal Council			50 Tu Su Lane	Bishop	CA	93514		(760) 873-3584	EJ
291	Tribal					Bishop Reservation			PO Box 548	Bishop	CA	93515		(760) 873-3584	EJ
218	Tribal					Bridgeport Indian Reservation			PO Box 37	Bridgeport	CA	93517		(760) 932-7846	EJ
220	Tribal					California Indian Manpower			50 Tu-Su Lane	Bishop	CA	93514			EJ
221	Tribal					California Indian Manpower Consortium			916 North Main Street	Bishop	CA	93514		(760) 873-3419	EJ

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
229	Tribal	Mr.	Hygi	Watermans	Tribal Administrator	Fort Independence Indian Reservation			PO Box 67	Independence	CA	93526		(760) 878-2126	EJ
227	Tribal	Mr.	William	Andrews	Spokesperson	Kuzedika Paiute Tribe / Lee Vining			PO Box 237	Lee Vining	CA	93541		(760) 647-1036	EJ
231	Tribal	Ms.	Sandra	Younge		Lone Pine Indian Reservation			1103 S. Main Street	Lone Pine	CA	93545			EJ
222	Tribal	Ms.	Rachael A.	Joseph	Chairperson	Lone Pine Paiute Shoshone Reservation			1103 S. Main Street	Lone Pine	CA	93545		(760) 876-1034	EJ
223	Tribal				Tribal Administrator	Lone Pine Paiute Shoshone Reservation			1103 S. Main Street	Lone Pine	CA	93545		(760) 876-1034	EJ
232	Tribal					Owens Valley Indian Water Commission			46 N Tu Su Lane	Bishop	CA	93515		(760) 873-3300	EJ
215	Tribal	Ms.	Rena	Tibbets		Paiute Community Development Corporation			270 N. See Vee Lane	Bishop	CA	93514		(760) 872-4806	EJ
233	Tribal					Paiute Palace Casino			2724 N. Sierra Highway	Bishop	CA	93514		(760) 873-4150	EJ
224	Tribal	Mr.	Cal	Stafford		Paiute Tribe of Big Pine			700 S. Main Street	Big Pine	CA	93513		(760) 938-2003	EJ
235	Tribal	Ms.	Georgia	Kennedy	Chairperson	Timbishia Shoshone Tribe			#900 Indian Village Road	Death Valley	CA	92328-0206		(760) 786-2374	EJ
225	Tribal					Toiyabe Indian Health Project			52 Tu-Su Lane	Bishop	CA	93514		(760) 873-8461	EJ
207	Organization	Ms.	Hope	La Esperanza					1351 Rocking W Drive	Bishop	CA	93514		(760) 872-0926	EJ
297	Organization	Ms.	Andrea	Lawrence	President	Andrea Lawrence Institute for Mountains and Rivers			PO Box 100, PMB 334	Mammoth Lakes	CA	93546	andrea@alimar.org	(760) 934-2877	Town
279	Organization					Bishop Union High School			301 North Fowler Street	Bishop	CA	93514		(760) 873-4275	EJ
132	Organization	Ms.	Mary	Decker	Rare Plant Coordinator	California Native Plant Society			2707 K Street, Suite 1	Sacramento	CA	95814		(916) 447-2673	
272	Organization					Cerro Coso Community College	Mammoth Lakes Campus		PO Box 1865	Mammoth Lakes	CA	93546		(760) 934-2875	EJ
304	Organization	Mr.	Matt	Hightower	Director - CC Online	Cerro Coso Community College			PO Box 1865	Mammoth Lakes	CA	93546	mhightow@cerrocso.edu	(760) 872-1565	Town
271	Organization					Cerro Coso Community College - Bishop Campus	Eastern Sierra College Center		4090 W. Line Street	Bishop	CA	93514		(760) 872-1565	EJ
206	Organization	Ms.	Irma	Wright		Club Esperanza			PO Box 1184	Bishop	CA	93515			EJ
130	Organization	Ms.	Susan	Britton		Earth Justice Legal Defense Fund			426 17th Street, Fifth Floor	Oakland	CA	94612		(510) 550-6725	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
129	Organization	Mr.	Trent	Orr		Earth Justice Legal Defense Fund			426 17th Street, Fifth Floor	Oakland	CA	94612	torr@earthjustice.org	(510) 550-6725	Town
314	Organization	Ms.	Deborah S.	Reames, Esq.	Managing Attorney	Earthjustice		Oakland	426 17th Street, 5th Floor	Oakland	CA	94612	dreames@earthjustice.org	(510) 550-6725	Town
48	Organization	Dr.	Sharon	Dyer	President	Eastern Sierra College Center			PO Box 1865	Mammoth Lakes	CA	93546		(760) 934-2875	
246	Organization					Eastern Sierra Family Resource Center			PO Box 3145	Mammoth Lakes	CA	93546			EJ
204	Organization	Ms.	Maria	Larquier	Director	El Foro Latino			PO Box 8946	Mammoth Lakes	CA	93546	mar1alaura@aol.com	(760) 924-1080	EJ
276	Organization					Elm Street School			800 West Line Street	Bishop	CA	93514		(760) 872-1278	EJ
24	Organization	Ms.	Emmile	Rummel		Friends of Sierra Trout			PO Box 2096	Mammoth Lakes	CA	93546		(760) 924-5671	
323	Organization	Mr.	Paul	McFarland		Friends of the Inyo			PO Box 64	Lee Vining	CA	93541	paulmc@friendsoftheinyo.org	(760) 647-9116	Town
134	Organization	Mr.	Gregory	Adair		Friends of Yosemite Valley			PO Box 702	Yosemite	CA	95389			
367	Organization	Mr.	Rick	Phelps		High Sierra Energy Foundation			PO Box 3511	Mammoth Lakes	CA	93546	phelps@highsierraenergy.org	(760) 934-4650	Town
290	Organization		Dianne	Mettam	Pastor	Hispanic Ministry	Methodist Church - Big Pine		150 S. School Street	Big Pine	CA	93513		(760) 872-3235	EJ
278	Organization					Home Street School			201 Home Street	Bishop	CA	93514		(760) 872-1278	EJ
212	Organization	Pastor		Cruz	Pastor	Iglesia Misionera de Jesus Cristo			PO Box 8738	Mammoth Lakes	CA	93546		(760) 934-2102	EJ
242	Organization					IMACA Community Connections for Children			107337 Highway 395	Coleville	CA	96107		(530) 495-2137	EJ
237	Organization	Mr.	Daniel	Steinhagen		IMACA Community Services			224 S. Main Street	Bishop	CA	93514		(760) 873-8557	EJ
244	Organization					IMACA Head Start/State Preschool			107337 Highway 395	Walker	CA	96107		(530) 495-2137	EJ
245	Organization					IMACA Head Start/State Preschool			PO Box 8571	Mammoth Lakes	CA	93546		(760) 934-3343	EJ
25	Organization	Ms.	Donna	Lake		League of Women Voters			PO Box 1496	Bishop	CA	93514		(760) 387-2741	
26	Organization	Mr.	Don	Porter		Lions Club			PO Box 2678	Mammoth Lakes	CA	93546		(760) 934-3815	
27	Organization	Mr.	Russ	Norton		Mammoth Business Association			PO Box 742	Mammoth Lakes	CA	93546		(760) 934-6377	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
273	Organization					Mammoth Elementary School			PO Box 3209	Mammoth Lakes	CA	93546		(760) 934-7545	EJ
275	Organization					Mammoth High School			365 Sierra Park Road	Mammoth Lakes	CA	93546		(760) 934-8541	EJ
28	Organization	Ms.	Marie	Dennis		Mammoth Lakes Board of Realtors			PO Box 1007	Mammoth Lakes	CA	93546		(760) 934-4637	
29	Organization	Mr.	Don	Porter		Mammoth Lakes Chamber of Commerce			PO Box 3268	Mammoth Lakes	CA	93546		(760) 934-3815	
305	Organization	Ms.	Dawn	Vereuck	President	Mammoth Lakes Chamber of Commerce			PO Box 9366	Mammoth Lakes	CA	93546	dawn@elegantbath.com	(760) 924-2040	Town
30	Organization	Mr.	Richard	Good		Mammoth Lakes Contractors Association			PO Box 1111	Mammoth Lakes	CA	93546		(760) 934-6618	
163	Organization	Mr.	Ed	Powers		Mammoth Lakes Contractors Association			PO Box 111	Mammoth Lakes	CA	93546			
330	Organization	Mr.	Evan	Russell	President & CEO	Mammoth Lakes Foundation			PO Box 1815	Mammoth Lakes	CA	93546	evan@mammothlakefoundation.org	(760) 934-3781	Town
236	Organization	Ms.	L. Andrea	Clark	Director	Mammoth Lakes Housing, Inc.			Post Office Box 260	Mammoth Lakes	CA	93546		(760) 934-4740	EJ
31	Organization	Mr.	Paul	Payne		Mammoth Lakes Lodging Association			3251 Chateau Rd	Mammoth Lakes	CA	93546		(760) 934-6374	
33	Organization	Mr.	Harold	Ritter	Chief	Mammoth Lakes Volunteer Fire Department			PO Box 5	Mammoth Lakes	CA	93546		(760) 934-2300	
34	Organization	Ms.	Sue	Bangen		Mammoth Lakes Women's Club			PO Box 1556	Mammoth Lakes	CA	93546		(760) 934-3739	
274	Organization					Mammoth Middle School			PO Box 2429	Mammoth Lakes	CA	93546		(760) 934-7072	EJ
35	Organization	Ms.	Emily	Maner		Mammoth Resort Visitors Association			PO Box 3158	Mammoth Lakes	CA	93546		(760) 934-2515	
49	Organization	Mr.	Stan	Halperin	Superintendent	Mammoth Unified School District			PO Box 3509	Mammoth Lakes	CA	93546		(760) 934-6802	
338	Organization	Mr.	Geoff	McQuilken	Executive Director	Mono Lake Committee			PO Box 29	Lee Vining	CA	93541	geoff@monolake.org	(760) 647-6595	Town
133	Organization	Ms.	Courtney	Cuff	Regional Director	National Parks Conservation Association	Pacific Region		PO Box 1289	Oakland	CA	94604-1289		(510) 839-9926	
131	Organization	Ms.	Johanna	Wald	Senior Attorney & Director, Land Program	Natural Resources Defense Council			71 Stevenson #1825	San Francisco	CA	94105		(415) 777-0220	
210	Organization					Our Lady of Perpetual Help Catholic Church			849 Home Street	Bishop	CA	93514-2317		(760) 872-7231	EJ
277	Organization					Pine Street School			800 West Pine Street	Bishop	CA	93514		(760) 872-4215	EJ

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
135	Organization	Ms.	Elizabeth	Teney	Advisory Board Member	Preserving the Eastern Sierra Tradition of Environmental			PO Box 3511	Mammoth Lakes	CA	93546		(760) 924-8475	
36	Organization	Mr.	Byng	Hunt		Rotary Club			PO Box 7484	Mammoth Lakes	CA	93546		(760) 934-6643	
247	Organization					Salvation Army of Big Pine			1124 Newman	Big Pine	CA	93513		(760) 938-2608	EJ
248	Organization					Salvation Army of Bishop			621 W Line Street	Bishop	CA	93514		(760) 924-5410	EJ
211	Organization					Santa Rosa Catholic Church			311 E. Locusts	Lone Pine	CA	93545		(760) 876-4350	EJ
189	Organization	Ms.	Mary	Canada	Eastern Sierra Field Representative	Sierra Business Council			PO Box 2428	Truckee	CA	96160	mcanada@sbcouncil.org	(530) 582-4800	
347	Organization	Mr.	David	Mattocks	President	Sierra Business Council			PO Box 2428	Truckee	CA	96160	demattocks@sbcouncil.org	(530) 582-4800	Town
188	Organization	Mr.	Jim	Sawyer	President	Sierra Business Council			PO Box 2428	Truckee	CA	96160	jsawyer@sbcouncil.org	(530) 582-4800	
37	Organization	Ms.	Wilma	Wheeler	Chair	Sierra Club			PO Box 1973	Mammoth Lakes	CA	93546		(760) 934-3764	
38	Organization	Mr.	Bill	Sauser		Southern Mono Historical Society			PO Box 65	Mammoth Lakes	CA	93546		(760) 934-6157	
209	Organization					St. Joseph's Catholic Church			58 Ranch Rd.	Mammoth Lakes	CA	93546		(760) 934-6276	EJ
136	Organization	Mr.	Daniel	Dawson	Director	University of California - Santa Barbara	Sierra Nevada Aquatic Research Laboratory		HCR 79, Box 198	Mammoth Lakes	CA	93546	dawson@icess.ucsb.edu	(760) 935-4334	
366	Organization	Ms.	Sally	Miller		Wilderness Society			PO Box 22	Lee Vining	CA	93541	sally_miller@tws.org	(760) 647-1614	Town
252	Library					Benton Library	Edna Bearman Elementary School		25541 Highway 6	Benton	CA	93512		(760) 933-2542	EJ
253	Library					Big Pine Library			110 N. Main Street	Big Pine	CA	93513		(760) 938-2420	EJ
254	Library					Bishop Library			210 Academy	Bishop	CA	93514		(760) 873-5115	EJ
255	Library					Bridgeport Library and Book Mobile			94 North School Street	Bridgeport	CA	93517		(760) 932-7482	EJ
256	Library					Coleville Library			111591 Highway 395	Coleville	CA	96107		(530) 495-2788	EJ
257	Library					Inyo County Library - Independence			168 N Edwards Street	Independence	CA	93526		(760) 878-0260	EJ
258	Library					June Lake Community Building/Library			90 W. Granite Street	June Lake	CA	93529			EJ

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259	Library					Lee Vining Library			51710 Highway 395	Lee Vining	CA	93541		(760) 647-6123	EJ
260	Library					Lone Pine Library			PO Box 745	Lone Pine	CA	93545		(760) 876-5031	EJ
261	Library					Mono County Library			PO Box 1120	Mammoth Lakes	CA	93546		(760) 934-4777	EJ
373	Business	Ms.	Rhona	Hunter		8050			PO Box 8124	Mammoth Lakes	CA	93546	rhona@8050.net	(760) 924-1015	Town
355	Business	Mr.	Kent	Myers		AirPlanners			PO Box 1134	Avon	CO	81620	Kent@airplanners.net	(970) 845-1146	Town
375	Business	Ms.	Marlana	Weber		Bragman Nyman Cafarelli			8687 Melrose Ave., 8th Floor	Los Angeles	CA	90069	Mweber@bncpr.com	(310) 854-4755	Town
143	Business	Mr.	William J.	Thomas		Dave Wood Ranches			25366 W. Dorris	Coalinga	CA	93210			
192	Business	Mr.	Jim	Wallace		Environmental Consulting Services, LLP			2514 Simons Court	Carson City	NV	89703	jimwallace@sbcglobal.net	(775) 348-9800	Town
296	Business	Mr.	Patrick	Zachwieja	Vice-President, Marketing & Planning	Horizon Air			PO Box 65977	Seattle	WA	98168-0977			Town
190	Business	Mr.	Terry	Ballas		Hot Creek Aviation			HCR 79, Box 210	Mammoth Lakes	CA	93546		(760) 924-9127	
324	Business		Pat	Foster		Hot Creek Aviation			PO Box 210	Mammoth Lakes	CA	93546	info@hotcreekaviation.com	(760) 924-9127	Town
325	Business	Mr.	C. Ray	Johnson		Hot Creek Aviation			1625 Highway 88, Suite 101	Minden	Nv	89423	8700@wpti.net	(775) 783-8700	Town
118	Business	Mr.	Bill	Nichols	Ranch Manager	Hot Creek Ranch			HRC 79 Box 206	Mammoth Lakes	CA	93546	bill@hotcreekranch.com	(760) 924-5637	
326	Business	Mr.	Benno	Nager		Intrawest			PO Box 2789	Mammoth Lakes	CA	93546	Bnager@intrawest.com	(775) 332-1260	Town
268	Business					June Mountain Resort			PO Box 146	June Lake	CA	93529		(760) 648-7733	EJ
354	Business	Mr.	Thom	Cornell		Leigh Fisher Associates			555 Airport Blvd, Suite 300	Burlingame	CA	94010	TomC@leighfisher.com	(415) 971-5480	Town
372	Business	Mr.	Les	Card		LSA Associates, Inc.			20 Executive Park, Suite 200	Irvine	CA	92614	les.card@lsa-assoc.com	(949) 553-0666	Town
371	Business	Mr.	Greg	Bissonette	Foundation Grant Coordinator	Mammoth Hospital	Community Relations Department		PO Box 660	Mammoth Lakes	CA	93546	bissonette@mammothhospital.com	(760) 924-4128	Town
280	Business					Mammoth Lakes Laundromat			24 Laurel Mountain Road	Mammoth Lakes	CA	93546		(760) 934-8207	EJ
45	Business	Mr.	Rusty	Gregory		Mammoth Mountain			PO Box 24	Mammoth Lakes	CA	93546		(760) 934-2571	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
70	Business	Ms.	Pam	Murphy		Mammoth Mountain			PO Box 24	Mammoth Lakes	CA	93546		(760) 934-2571	
267	Business					Mammoth Mountain Ski Area			PO Box 24	Mammoth Lakes	CA	93546		(760) 934-2571	EJ
333	Business	Mr.	Peter	Denniston		Mammoth Mountain Ski Area			PO Box 24	Mammoth Lakes	CA	93546	pdenniston@mammoth-mtn.com	(760) 934-2571	Town
162	Business	Ms.	Stacey	Bardfield		Mammoth Sierra Properties			PO Box 1889	Mammoth Lakes	CA	93546			
382	Business	Ms.	Kathryn A.	Kusske Floyd		Mayer, Brown, Rowe, & Maw LLP			1909 K Street N.W.	Washington	DC	20006-1101	kkusskefloyd@mayerbrownrowe.com	(202) 263-3223	Town
339	Business	Mr.	Zane	Gresham		Morrison & Foerster	San Francisco		425 Market Street	San Francisco	CA	941052482	zgresham@mofo.com	(415) 268-7145	Town
356	Business	Mr.	Andrew	Sabey		Morrison & Foerster			101 Ygnacio Blvd, Ste. 450	Walnut Creek	CA	94596	asabey@mofo.com	(925) 295-3311	Town
369	Business	Mr.	Michael	Raimondo		Old New York Deli & Bagel Co.			6201 Minaret Rd, Suite 105	Mammoth Lakes	CA	93546	michael@oldnewyork.com	(760) 934-0068	Town
345	Business					Ricondo & Associates			221 Main St., Suite 1550	San Francisco	CA	94105		(415) 547-1930	Town
374	Business	Ms.	Teri	Stehlik		Seasons 4			PO Box 226	Mammoth Lakes	CA	93546	stay@seasons4.com		Town
161	Business	Mr.	Rick	Blake	CEO/Managing Partner	Sierra Mortgage Corporation			PO Box 1889	Mammoth Lakes	CA	93546			
349	Business	Mr.	Chuck	Lande		Snowcreek Resort			2716 Ocean Park Blvd, Suite 3025	Santa Monica	CA	90405	Crlchadmar@aol.com	(310) 314-2590	Town
346	Business	Mr.	Gary	Myers	CEO	South Mono Health Care District			PO Box 882	Mammoth Lakes	CA	93546	myers@mammothhospital		Town
348	Business	Ms.	Debbie	Hess		Southern California Edison			PO Box 7329	Mammoth Lakes	CA	93546	hessda@sce.com	(760) 934-6871	Town
364	Business	Mr.	Terry	Van Sany		Van Sant Group			16 East Kiowa St.	Colorado Springs	CO	80903	genoffice@vsgruppz	(719) 578-8778	Town
270	Business					VONS Grocery Store			1190 North Main Street	Bishop	CA	93514		(760) 872-9811	EJ
269	Business					VONS Grocery Store			481 Old Mammoth Road	Mammoth Lakes	CA	93546		(760) 876-4350	EJ
283	Business					Wash Tub Coin-Op Laundry			236 N. Warren Street	Bishop	CA	93514-2747		(760) 873-6627	EJ
365	Business	Mr.	Tim	Hannegan		Wexler Group			1317 F Street NW, Suite 600	Washington	DC	20004	hannegan@wexlerwalker.com	(202) 662-3749	Town
263	Media					Cablevision of Mammoth			PO Box 396	Mammoth Lakes	CA	93546		(760) 934-8553	EJ

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
306	Media	Mr.	Benett	Kessler		Channel 33/KSRW Radio			1280 N. Main Street, Suite J	Bishop	CA	93514	bkessler@sierrawave.net	(760) 873-5329	Town
264	Media					Inyo Register			PO Box 787	Bishop	CA	93515		(760) 873-3535	EJ
39	Media					KDAY Radio/Channel 33			1280 N. Main St. #J	Bishop	CA	93514-2473		(760) 873-5329	
262	Media					KIBS/KBOV Radio			PO Box 757	Bishop	CA	93514		(760) 873-6324	EJ
40	Media					KMMT Radio			PO Box 1284	Mammoth Lakes	CA	93546		(760) 934-8888	
331	Media					Mammoth Times			PO Box 3929	Mammoth Lakes	CA	93546	news@mammothtimes.com	(760) 934-3929	Town
42	Media	Mr.	Wally	Hoffman	Publisher/Editor	Mammoth Times			PO Box 3929	Mammoth Lakes	CA	93546-3929	wally@mammothtimes.com	(760) 934-3929	
266	Media					The Advocate			111 West Post Street	Lone Pine	CA	93545		(760) 876-8518	EJ
351	Media	Mr.	Ted	Carleton		The Sheet			PO Box 8088	Mammoth Lakes	CA	93546	jacklunch@yahoo.com	(760) 937-4613	Town
265	Media					The Sierra Reader			PO Box 142	Big Pine	CA	93513		(760) 938-3458	EJ
201	Team	Ms.	Jerri	Anderson	Task Manager - Pub. Involvement & Admin.	Community Awareness Services			4544 Post Oak Place, Suite 224	Houston	TX	77027	cas@casprograms.com	(713) 335-7655	
200	Team	Ms.	Peggy	Hayes	Task Manager - Social Impacts &	Hayes Planning Associates			2222 Mimosa Place	Wilmington	NC	28403-2428	hayespln@bellsouth.net	(910) 343-8801	
199	Team	Mr.	Larry	Goldstein	Task Manager - Socio-Economics	SGM Group, Inc.			12010 Canter Lane	Reston	VA	20191-2113	lawrence.goldstein@verizon.net	(703) 860-1838	
195	Team	Mr.	David	Reel	Deputy Project Manager	URS Corporation			221 Main Street, Suite 600	San Francisco	CA	94105-1917	david_reel@urscorp.com	(415) 243-3743	
196	Team	Mr.	Bill	Fehring	Project Manager	URS Corporation			7650 West Courtney Campell Causeway	Tampa Bay	FL	33607-1462	bill_fehring@urscorp.com	(813) 636-2444	Town
198	Team	Mr.	Patrick	Mock	Task Manager - Biological Resources	URS Corporation			1615 Murray Canyon Road, Suite 1000	San Diego	CA	92108	patrick_mock@urscorp.com	(619) 243-2815	
197	Team	Mr.	Brian	Hatoff	Task Manager - Cultural Resources	URS Corporation			1333 Broadway, Suite 800	Oakland	CA	94607-4014	brian_hatoff@urscorp.com	(510) 874-3274	
144	Business	Mr.	Richard	Brandley	Consulting Airport Engineer				6125 King Road, Suite 201	Loomis	CA	95650			
160	Business	Mr.	James S.	Reed		Liebersbach, Mohum, Carney, & Reed			PO Box 3337	Mammoth Lakes	CA	93546			
308	Business	Mr.	Sean	Combs		Meridian Partners			913 Tahoe Blvd. Suite 10	Incline Village	NV	89451	sean@8050.net	(775) 832-8050	Town

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
153	Individual	Mr.	Peter N.	Bakuses					PO Box 263	Mammoth Lakes	CA	93546			
377	Individual	Mr.	Jason	Ballow					19545 Sherman Way, Unit 90	Reseda	CA	91335	jasonballow@hotmail.com	(310) 463-2262	Town
155	Individual	Mr. & Mrs.	Herbert & Phyllis	Benham					PO Box 1823	Mammoth Lakes	CA	93546			
168	Individual	Mr.	Rick	Bramble					PO Box 1028	Mammoth Lakes	CA	93546			
159	Individual	Ms.	Susan	Burbank					PO Box 8544	Mammoth Lakes	CA	93546			
156	Individual	Ms.	Ellen	Burger					PO Box 7233	Mammoth Lakes	CA	93546			
175	Individual	Mr. & Mrs.	Wayne & Beth	Caddell									Remaxm11@remax-mammoth.com		
307	Individual	Mr.	Tony	Colasardo					PO Box 9166	Mammoth Lakes	CA	93546	tony@footloosesports.com	(760) 934-2081	Town
142	Individual	Ms.	Kelly	Cordner					PO Box 4046	Mammoth Lakes	CA	93546			
309	Individual	Mr.	John	Cunningham					PO Box 3604	Mammoth Lakes	CA	93546	info@advocatesformammoth.org	(760) 924-3837	Town
208	Individual	Ms.	Anastasia	Danielson					PO Box 3473	Mammoth Lakes	CA	93546		(760) 920-3876	EJ
172	Individual	Ms.	Karolynn Ward	Davis									Karolynn@qnet.com		
171	Individual	Ms.	Trish	Dunlap									trishdunlap@earthlink.net		
145	Individual	Mr.	Pat	Eckart					PO Box 7525	Mammoth Lakes	CA	93546			
164	Individual		Sommar	Farber					PO Box 1724	Mammoth Lakes	CA	93546			
165	Individual	Mr.	Pat	Foster					2332 Stone Circle	Bishop	CA	93514			
381	Individual		Bobbi	Freeman									zoedypsy@hotmail.com		Town
178	Individual	Ms.	Christine	Galbreath									chrisg@remax-mammoth.com		
310	Individual	Ms.	Therese	Hankel					PO Box 2728	Mammoth Lakes	CA	93546	theresehankel@earthlink.net	(760) 934-3133	Town
177	Individual	Ms.	Michele	Hansen									misssparky@qnet.com		

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
137	Individual	Dr.	Frederick L.	Harcourt					7921 S. Painter Avenue	Whittier	CA	90602			
170	Individual	Mr.	Rick	Jali					PO Box 1717	Mammoth Lakes	CA	93546			
139	Individual	Mr.	Stephen	Kalish					892 Rimrock Dr.	Bishop	CA	93514			
166	Individual	Ms.	Nancy	Kassel					PO Box 1537	Mammoth Lakes	CA	93546			
138	Individual	Mr.	Jonathon P.	Kazmierski					PO Box 402	Mammoth Lakes	CA	93546			
150	Individual	Mr. & Mrs.	Heimo & Beatrice	Ladinig					Route 1, Box 192	Mammoth Lakes	CA	93546			
311	Individual	Mr.	Owen	Maloy					PO Box 2083	Mammoth Lakes	CA	93546	owen.maloy@verizon.net	(760) 934-9511	Town
179	Individual	Ms.	Meredith	McGuire									Meredith@qnet.com		
140	Individual	Mr.	Steven	Miesel					PO Box 7383	Mammoth Lakes	CA	93546			
149	Individual	Ms.	Katherine Jane	Saxon					PO Box 3212	Mammoth Lakes	CA	93546			
176	Individual	Ms.	Patty	Schwartzkopf									patty@qnet.com		
157	Individual	Mr.	Andy	Selters					638 Cottonwood Drive	Bishop	CA	93514			
181	Individual	Mr. & Mrs.	Michael & Margaret	Shapiro					964 Snowcreek				red2000@email.msn.com		
312	Individual	Ms.	Lanie	Somers					PO Box 3006	Mammoth Lakes	CA	93546	lanie@mammothreservations.com	(760) 934-5553	Town
167	Individual	Mr.	Lloyd G.	Stephens					1312 Small Meadows Road	Small Meadows	CA	93514			
180	Individual	Dr. & Mrs.	Bruce L.	Taber					1475 Crestview Rd.	Redlands	CA	92374	maurtaber@aol.com		
313	Individual	Mr.	Gary	Thompson					PO Box 642	Mammoth Lakes	CA	93546	gjthompson@aol.com	(760) 934-4279	Town
146	Individual	Mr.	Ray	Turner					RR1, Box 175	Crowley Lake	CA	93546			
376	Individual	Mr.	Kevin	Weinert					PO Box 389	Mammoth Lakes	CA	93546	TFSUN73@aol.com	(661) 276-3340	Town
173	Individual	Ms.	Julie	Wright					PO Box 781	Mammoth Lakes	CA	93546			



# Federal Aviation Administration Proposed Horizon Air Scheduled Service to Mammoth Yosemite Airport Environmental Impact Statement - Newsletter #2

November  
2007

## Proposed Air Service

Horizon Air proposes to conduct scheduled service from Los Angeles International Airport (LAX) to Mammoth Yosemite Airport (MMH) using their Bombardier DHC 8-402 (Q400 Dash 8) aircraft. The Q400 Dash 8 is part of the Bombardier Dash 8 family of turbo-propeller driven passenger aircraft. The Q400 Dash 8 can seat up to 76 passengers. Horizon Air has provided the Federal Aviation Administration (FAA) with a letter of intent to initiate winter ski season passenger service into MMH.



Bombardier DHC 8-402 (Q400 Dash 8)



Flights from LAX during the winter ski season.

Horizon Air is proposing to begin scheduled regional air carrier service to MMH beginning in December 2008 with two flights per day from LAX during the winter ski season (approximately December to April). The Town of Mammoth Lakes has prepared and the FAA has approved a forecast of future commercial aviation activity at MMH. Winter ski service is projected to increase to a maximum of eight flights per day by the year 2011. Summer service is projected to begin in 2012, with 2 flights per day to LAX for 8 weeks in July and August.

The approved aviation forecasts predict that the number of flights per day would increase from two to eight as additional regional markets such as Las Vegas, Northern California, San Diego, or an alternative Southern California market are added. The Mammoth Mountain Ski Resort would subsidize the winter ski air service. The projected summer air service would not be subsidized.

Scheduled daytime commercial air service would start with one morning and one afternoon flight. No aircraft would be scheduled to remain at the airport overnight. The proposed air service would utilize the existing MMH runway and taxiway system.

Construction of new airport facilities are not proposed. Winter service is not expected to exceed eight flights per day due to airport facility physical constraints (e.g. aircraft apron space and terminal capacity).

## Proposed FAA Action

Approval of the proposed amendment to operations specifications for Horizon Air to permit scheduled commercial air service to MMH using the Bombardier Q400 Dash 8 aircraft pursuant to 14 Code of Federal Regulations (CFR) Part 119.

The establishment of scheduled commercial air service into MMH also necessitates a change in the MMH Operating Certificate from Class IV to Class I, pursuant to 14 CFR Part 139. Airports with a Class 1 certificate may accommodate scheduled service by aircraft capable of carrying 30 or more passengers, while airports with a Class IV certificate may accommodate unscheduled service by aircraft of similar size.

# Draft Environmental Impact Statement Release

The FAA has prepared a Draft EIS to assess the potential environmental impacts of the Horizon Air's proposed air service. The Draft EIS was released for agency and public review and comment on November 16, 2007. The official public review period is from November 23, 2007 to January 11, 2008.

Using guidance within FAA Order 1050.1E, potential impacts to these environmental resources were evaluated within the Draft EIS:

- Air Quality
- Compatible Land Use
- Department of Transportation Section 4(f)
- Fish, Wildlife, and Plants
- Hazardous Materials and Solid Waste
- Historic, Architectural, Archaeological and Cultural Resources
- Natural Resources and Energy
- Noise
- Secondary (Induced) Impacts
- Socioeconomic, Environmental Justice, Children's Health
- Water Quality

## Copies of the Draft EIS will be available at the following public locations:

**Federal Aviation Administration  
National Headquarters  
Office of Airports  
Planning and Environmental Division  
800 Independence Avenue, S.W.  
Washington, D.C. 20591**

**Federal Aviation Administration  
Western-Pacific Region  
Office of the Airports Division  
15000 Aviation Boulevard, Room 3012  
Hawthorne, CA 90261**

**Federal Aviation Administration  
Northwest Mountain Region Office  
1601 Lind Avenue, SW  
Renton, WA 98057**

**Federal Aviation Administration  
Western-Pacific Region  
San Francisco Airports District Office  
831 Mitten Road, Suite 210  
Burlingame, CA 94010**

**Town of Mammoth Lakes City Office  
437 Old Mammoth Road, Suite R  
(Minaret Shopping Center)  
Mammoth Lakes, CA, 93546**

**Mammoth Yosemite Airport  
Airport Road  
Mammoth Lakes, CA 93546**

**Mono County Library  
Mammoth Lakes Branch  
960 Forest Trail  
Mammoth Lakes, CA 93546**

**Inyo County Library  
Bishop Branch  
210 Academy Avenue  
Bishop, CA 93514**

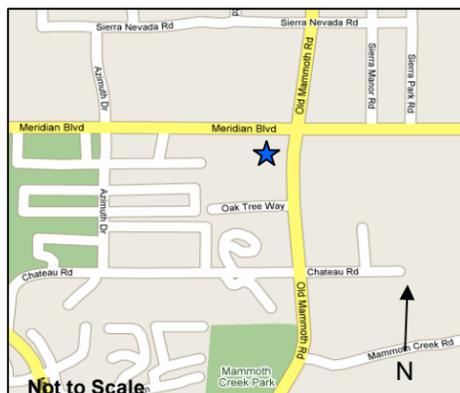
**Closure of the Public Review process on the Draft EIS is January 11, 2008. To be considered comments concerning the Draft EIS must be received by the FAA no later than close of business on January 11, 2008.**

Comments on the adequacy of the Draft EIS are to be submitted to Federal Aviation Administration, Mr. Chuck Cox, (contact information is on the next page). A copy of the Draft EIS on CD-ROM can be requested by contacting Mr. Chuck Cox of the Federal Aviation Administration at the address or facsimile number provided on the next page. Written comments concerning the Draft EIS can be provided to the FAA at the Public Workshops and the Public Hearing. An opportunity to provide verbal comments concerning the Draft EIS will be provided at the Public Hearing.

## Public Workshops and Public Hearing

A Public Workshop regarding the Horizon Air's proposed air service Draft EIS will be held on December 18, 2007 from 4:00 – 8:00 PM at the Town of Mammoth Lakes Council Chambers.

**Town of Mammoth Lakes Council Chambers  
437 Old Mammoth Road, Suite R  
(Minaret Shopping Center)  
Mammoth Lakes, California, 93546**



Location Map: Town of Mammoth Lakes Council Chambers

A second Public Workshop and a **Public Hearing** will be held on January 8, 2008 from 2:00 – 7:00 PM at the Town of Mammoth Lakes Council Chambers. The Public Workshop will be held from 2:00 - 3:30 PM. The Public Hearing will be held from 4:00 - 7:00 PM.

**The closure of the Public Review process on the Draft EIS is January 11, 2008. To be considered comments concerning the Draft EIS must be received by the FAA no later than close of business on January 11, 2008.**

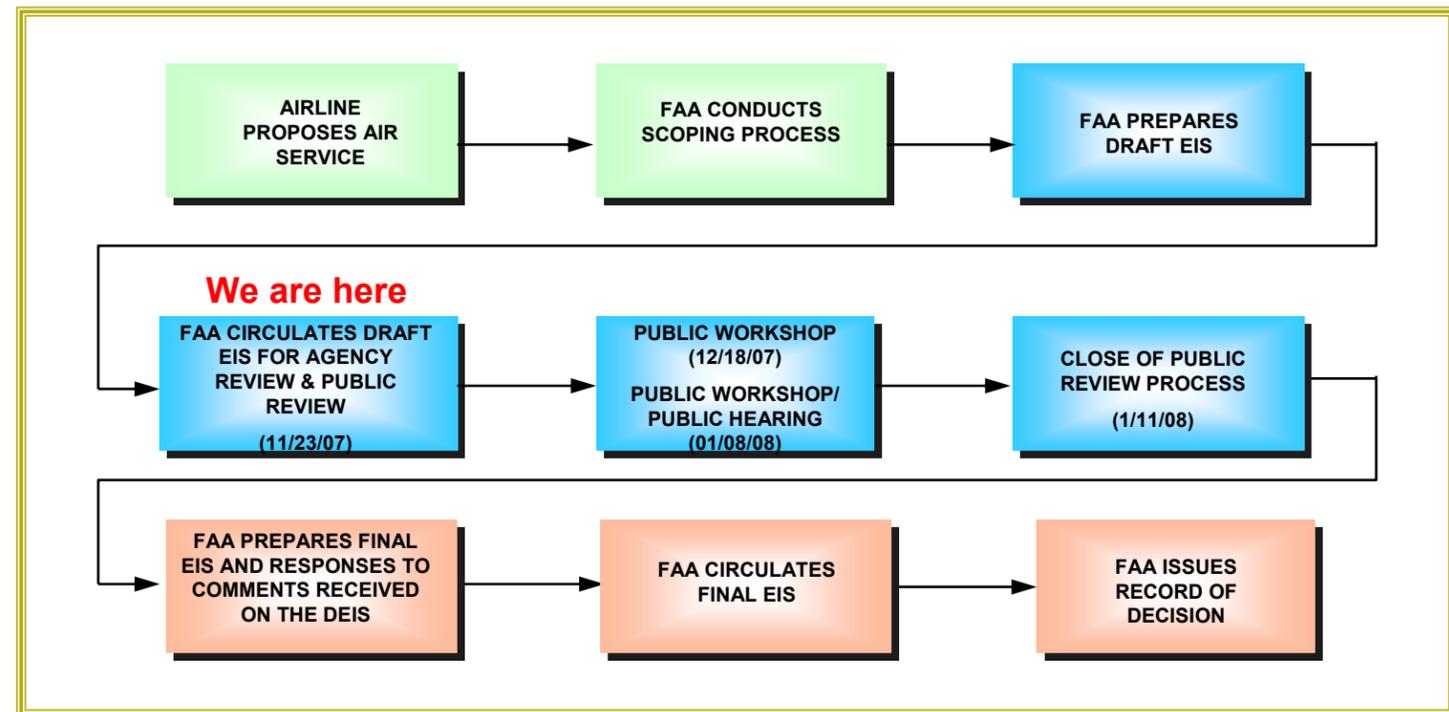
## Future Actions

Following receipt of agency and public comments on the DEIS, the FAA will prepare and publish a Final EIS.

Following the opportunity for agency and public comment on the FEIS, FAA will prepare a Record of Decision documenting its decision on the request for Horizon Air's request to amend its Operations Specifications to permit the proposed scheduled air service into MMH.

## EIS Process

The following graphic illustrates where the FAA is in the overall Mammoth Yosemite Airport EIS process:



## Contact for Information:

Chuck Cox  
Regional Technical Specialist Operations  
United States Department of Transportation  
Federal Aviation Administration  
Northwest Mountain Region Office  
1601 Lind Avenue, SW  
Renton, WA 98057  
Phone: 425-227-2243  
Facsimile: 427-227-1200



**La versión en Español de este boletín esta disponible. Para obtener una copia, por favor contacte a Anita Hatter en el (760) 934-8989, ext. 227.**

## Draft Mailing List for the Mammoth-Yosemite Airport EIS Newsletter #2

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
315	Federal	Mr.	Skip	Erhard		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	charles.erhard@faa.gov	(202) 267-3187	Town
316	Federal	Ms.	Kate	Lang		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	Catherine.M.Lang@faa.gov	(202) 267-8738	Town
319	Federal	Mr.	Bill	Long		Federal Aviation Administration			15000 Aviation Blvd Rm 3024	Hawthorne	CA	90250	william.long@faa.gov	(310) 725-3635	Town
317	Federal	Ms.	Beth	Newman		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	elizabeth.newman@faa.gov	(202) 267-7713	Town
318	Federal	Ms.	Gail	Orendorff		Federal Aviation Administration			800 Independence Ave SW	Washington	DC	20591	gail.orendorff@faa.gov	(202) 493-4627	Town
203	Federal				Environmental Protection Specialist	Federal Aviation Administration	Western Pacific Region, Airports Division		PO Box 92007	Los Angeles	CA	90009		(310) 725-3637	
202	Federal	Ms.	Camille	Garibaldi	Environmental Protection Specialist	Federal Aviation Administration	San Francisco Airports District Office		831 Mitten Road, Suite 210	Burlingame	CA	94010	camille.garibaldi@faa.gov	(650) 876-2927	
320	Federal	Mr.	Andy	Richards		Federal Aviation Administration (ADO)			831 Mitten Rd Suite 210	Burlingame	CA	94010	andy.richards@faa.gov	(650) 876-2778	Town
321	Federal	Mr.	Dick	Angelo		Federal Aviation Administration (FSDO)			4900 Energy Way	Reno	NV	89502	richard.angelo@faa.gov	(775) 858-7700	Town
322	Federal	Mr.	Bob	Benson		Federal Aviation Administration (TSA)			1970 North Gateway, Suite 101	Fresno	CA	93727	Robert.Benson@dhs.gov	(559) 456-6828	Town
5	Federal	Mr.	Bruce	Henderson	Regulatory Branch Project Manager	U.S. Army Corps of Engineers	Los Angeles District Regulatory Branch	Ventura Field Office	2151 Alessandro Drive, Suite 110	Ventura	CA	93001	bruce.a.henderson@usace.army.mil	(805) 585-2145	
4	Federal	Mr.	Tom	Cavanaugh	Sacramento Valley Office Chief	U.S. Army Corps of Engineers		Sacramento District Office	1325 J Street	Sacramento	CA	95814-2922	thomas.j.cavanaugh@usace.army.mil	(916) 557-5261	
360	Federal	Mr.	Jeff	Bailey		U.S. Department of Agriculture	Forest Service		351 Pacu Lane, Suite 200	Bishop	CA	93514	jbailey@fs.fed.us	(760) 873-2444	Town
361	Federal	Ms.	Molly	Brown		U.S. Department of Agriculture	Forest Service		PO Box 148	Mammoth Lakes	CA	93546	mbrown01@fs.fed.us	(760) 924-5553	Town
340	Federal	Mr.	Robert	Pearce		U.S. Department of Agriculture	Natural Resources Conservation Service		270 See Vee Lane	Bishop	CA	93514	Robert.Pearce@ca.usda.gov	(760) 872-6111	Town
362	Federal	Mr.	Mike	Schlafmann		U.S. Department of Agriculture	Forest Service		PO Box 148	Mammoth Lakes	CA	93546	mschlafmann@fs.fed.us	(760) 924-5503	Town
73	Federal	Mr.	Rick	Murray	Inyo Lands Assistant	U.S. Department of Agriculture	Forest Service - Inyo National Forest	Lee Vining Ranger District	351 Pacu Lane, Suite 200	Bishop	CA	93514	murray01@fs.fed.us	(760) 647-3013	
74	Federal	Ms.	Sandy	Hogan	Inyo Special Project Coordinator	U.S. Department of Agriculture	Forest Service - Inyo National Forest	Mammoth Ranger Station	351 Pacu Lane, Suite 200	Bishop	CA	93514	shogan@fs.fed.us	(760) 924-5055	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
72	Federal	Mr.	Jack	Blackwell	Regional Forester	U.S. Department of Agriculture	Forest Service, Region 5	Office of the Regional	1323 Club Dr.	Vallejo	CA	94592	jblackwell@fs.fed.us	(707) 562-9000	
23	Federal	Mr.	Edward	Tallyn	Soil Scientist	U.S. Department of Agriculture	Natural Resource Conservation Service		270 North See Vee Lane, Suite 6	Bishop	CA	93514-8067		(760) 872-6111	
363	Federal	Ms.	Mary Beth	Hennessy	Wilderness Specialist	U.S. Department of Agriculture	Forest Service						mhennessy@fs.fed.us	(760) 647-3033	Town
80	Federal	Ms.	Hilda	Diaz-Soltero	Regional Administrator	U.S. Department of Commerce	National Marine Fisheries Service, Southwest Region		501 Wester Ocean Blvd., Suite 4200	Long Beach	CA	90802-4213		(562) 980-4000	
22	Federal	Mr.	Douglas	Ash	Chief of Staff	U.S. Department of Energy		Oakland Operation Office	1301 Clay Street, 700 N	Oakland	CA	94612-5208	doug.ash@oak.doe.gov	(510) 673-1798	
78	Federal	Ms.	Diane	Brambila	Chief, Multi-Family Branch	U.S. Department of Housing and Urban Development	Region 9	Sacramento Field Office	925 L. Street	Sacramento	CA	95814-3702		(916) 498-5220	
79	Federal	Mr.	William	Vasquez	Revitalization Specialist	U.S. Department of Housing and Urban Development	Region 9	Los Angeles Field Office	611 West Sixth Street, Suite 800						
76	Federal	Mr.	William	Bolton	Senior Field Office Director	U.S. Department of Housing and Urban Development	Region 9	Sacramento Field Office	925 L. Street	Sacramento	CA	95814-3702	william_f_bolton@hud.gov	(916) 498-5220	
77	Federal	Mr.	William	Armstead	Senior Revitalization Specialist	U.S. Department of Housing and Urban Development	Region 9	Sacramento Field Office	925 L. Street	Sacramento	CA	95814-3702		(916) 498-5220	
15	Federal	Mr.	Bill	Dunkelberger	Field Manager	U.S. Department of Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	bill_dunkelberger@ca.blm.gov	(760) 872-5011	
293	Federal	Ms.	Carol	Blaney		U.S. Department of the Interior	National Park Service		PO Box 266	El Portal	CA	95318	Carol_Blaney@nps.gov		
17	Federal	Mr.	Joe	Pollini	Assistant Field Manager	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	jpollini@ca.blm.gov	(760) 872-5020	
20	Federal	Ms.	Deanna	Dulen	Devils Postpile Superintendent	U.S. Department of the Interior	National Park Service	Devils Postpile National	PO Box 3999	Mammoth Lakes	CA	93546	deanna_dullen@nps.gov	(760) 937-2931	
18	Federal	Mr.	Steve	Nelson	GIS Coordinator/Ecologist	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	snelson@ca.blm.gov	(760) 872-5006	
21	Federal	Mr.	Michael	Reynolds	Park Planning Program Manager	U.S. Department of the Interior	National Park Service	Yosemite National Park	PO Box 557	Yosemite	CA	95389	michael_reynolds@nps.gov	(209) 372-0201	
71	Federal	Mr.	Jonathon B.	Jarvis	Regional Director	U.S. Department of the Interior	National Park Service - Pacific West Region		1111 Jackson St., Suite 700	Oakland	CA	94607		(510) 817-1304	
16	Federal	Ms.	Terri	Russi	Supervisory Wildlife Biologist	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	trussi@ca.blm.gov	(760) 872-5035	
19	Federal	Ms.	Joy	Fatooh	Wildlife Biologist 351 Pacu Lane	U.S. Department of the Interior	Bureau of Land Management	Bishop Field Office	351 Pacu Lane, Suite 100	Bishop	CA	93514	jfatooh@ca.blm.gov	(760) 872-5029	
1	Federal	Mr.	Gary	Hamby	Division Administrator	U.S. Department of Transportation	Federal Highway Administration	Sacramento Office	650 Capital Mall, Suite 4-100	Sacramento	CA	95814	gary.hamby@fhwa.dot.gov	(916) 498-5001	
2	Federal	Mr.	Gary	Sweeten	Environmental Specialist	U.S. Department of Transportation	Federal Highway Administration	Sacramento Office	650 Capitol Mall, Suite 4-100	Sacramento	CA	95814	gary.sweeten@fhwa.dot.gov	(916) 498-5128	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
3	Federal	Mr.	Dominic	Hoang	Project Development Engineer	U.S. Department of Transportation	Federal Highway Administration	Sacramento Office	650 Capitol Mall, Suite 4-100	Sacramento	CA	95814	dominic.hoang@fhwa.dot.gov	(916) 498-5001	
81	Federal	Mr.	Steven	Barhite	Chief	U.S. Environmental Protection Agency	Region IX		75 Hawthorne Street	San Francisco	CA	94105	barhite.steven@epa.gov	(415) 972-3980	
7	Federal	Mr.	Daniel	Reich	Attorney Advisor	U.S. Environmental Protection Agency, Region IX	Office of Federal Activities, CMD-2		75 Hawthorne Street	San Francisco	CA	94105-3901	reich.daniel@epa.gov	(415) 972-3811	
6	Federal	Mr.	David	Tomsovic	EIS Reviewer	U.S. Environmental Protection Agency, Region IX	Office of Federal Activities, CMD-2		75 Hawthorne Street	San Francisco	CA	94105-3901	tomsovic.david@epa.gov	(415) 972-3858	
8	Federal	Mr.	Eugene	Bromley	Environmental Engineer, Clean Water	U.S. Environmental Protection Agency, Region IX	Office of Federal Activities, CMD-2		75 Hawthorne Street	San Francisco	CA	94105-3901	bromley.eugene@epa.gov	(415) 972-3510	
10	Federal	Ms.	Diane	Noda	Field Supervisor	U.S. Fish and Wildlife Office, Region 1	Ventura Fish and Wildlife Office		2493 Portola Road, Suite B	Ventura	CA	93003-7726	diane_noda@fws.gov	(805) 644-1766	Town
11	Federal	Mr.	Carl	Benz	Assistant Field Supervisor	U.S. Fish and Wildlife Service, Region 1	Ventura Fish and Wildlife Office		2493 Portola Road, Suite B	Ventura	CA	93003-7266	carl_benz@fws.gov	(805) 644-1766	Town
9	Federal	Ms.	Jacquelin	Schafer	Director	U.S. Fish and Wildlife Service, Region 1	California/Nevada Operation Office		2800 Cottage Way, Room W-2606	Sacramento	CA	95825-1846	jacquelin_schafer@r1.fws.gov	(916) 414-6464	
12	Federal	Ms.	Judy	Hohman	Supervisory Biologist	U.S. Fish and Wildlife Service, Region 1	Ventura Fish and Wildlife Office		2493 Portola Road, Suite B	Ventura	CA	93003-7226	judy_hohman@r1.fws.gov	(805) 644-1766	
75	Federal	Ms.	JoEllen	Keil	Acting Mammoth District Ranger	U.S. Forest Service		Mammoth Ranger Station	PO Box 148	Mammoth Lakes	CA	93546	jkeil@fs.fed.us	(760) 924-5553	
185	Federal	The Honorable	Howard P. "Buck"	McKeon	Congressman	U.S. House of Representatives	District 25		1008 W. Ave. M-14, Suite E-1	Palmdale	CA	93551		(661) 274-9688	
46	Federal	The Honorable	Barbara	Boxer	Senator	U.S. Senate			1130 "O" St., Ste. 2450	Fresno	CA	93721		(559) 497-5109	
47	Federal	The Honorable	Diane	Feinstein	Senator	U.S. Senate			1130 "O" Street, Ste. 2446	Fresno	CA	93721		(559) 485-7430	
90	State	Mr.	Gary	Honcoop	Manager	California Air Resources Board	Planning and Technical Support Division		PO Box 2158	Sacramento	CA	94296-0001	ghoncoop@arb.ca.gov		
91	State	Mr.	James	Lerner	Strategic Analysis Liason	California Air Resources Board	Planning and Technical Support Division		PO Box 2158	Sacramento	CA	94296-0001	jlerner@arb.ca.gov	(916) 322-6007	
102	State	Mr.	Kent	Trott		California Department of Conservation			801 K Street, MS-24-01	Sacramento	CA	95814		(916) 322-1080	
88	State	Ms.	Denyse	Racine		California Department of Fish and Game	Region 6, Eastern Sierra-Inland Deserts Region	Bishop Field Office	407 West Line Street	Bishop	CA	93514	dracine@dfg.ca.gov	(760) 872-1171	
86	State	Mr.	Michael	Haynie	Deputy Regional Manager	California Department of Fish and Game	Region 6, Eastern Sierra-Inland Deserts	Bishop Field Office	407 West Line Street	Bishop	CA	93514		(760) 872-1171	
295	State	Ms.	Jenny C.	Marr	Staff Environmental Scientist, Habitat	California Department of Fish and Game	Region 2, Sacramento Valley Central Sierra		1100 Fortress Ave, Suite 2	Chico	CA	95973		(530) 895-4267	
87	State	Mr.	Darrell M.	Wong	Supervisor, Habitat Conservation Program	California Department of Fish and Game	Region 6, Eastern Sierra-Inland Deserts	Bishop Field Office	407 West Line Street	Bishop	CA	93514		(760) 872-1171	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
94	State	Mr.	Allen	Robertson		California Department of Forestry and Fire Protection			PO Box 944246	Sacramento	CA	94244-2460	allen.robertson@fire.ca.gov	(916) 657-0300	
302	State	Mr.	Kenneth	Toy		California Department of Forestry and Fire Protection			2781 S. Round Valley Rd	Bishop	CA	93514	ken.toy@fire.ca.gov	(760) 387-2565	Town
13	State	Mr.	Bill	Lockyear	Attorney General	California Department of Justice	State of California Attorney General's Office		PO Box 7055-0550	Oakland	CA	94612		(510) 367-3678	
14	State	Ms.	Janill	Richards	Deputy Attorney General	California Department of Justice	State of California Attorney General's Office		PO Box 7055-0550	Oakland	CA	94612	janill.richards2doj.ca.gov	(510) 367-3678	
92	State	Dr.	Knox	Mellon	State Historic Preservation Officer	California Department of Parks and Recreation	Office of Historic Preservation		PO Box 942896	Sacramento	CA	94296-0001	kmell@ohp.parks.ca.gov	(916) 653-7113	
93	State	Mr.	Hans	Kreutzberg	Supervisor of Cultural Resources Program	California Department of Parks and Recreation	Office of Historic Preservation		PO Box 942896	Sacramento	CA	94296-0001	hkreu@ohp.parks.ca.gov	(916) 653-9107	
83	State	Ms.	Sandy	Hesnard		California Department of Transportation	Division of Aeronautics, MS 40		PO Box 942874	Sacramento	CA	94287-0001	sandy_hesnard@dot.ca.gov	(916) 654-5314	
303	State	Mr.	Brad	Mettam		California Department of Transportation	District 9		500 S Main St	Bishop	CA	93514	Brad.mettam@dot.ca.gov	(760) 782-0691	Town
84	State	Mr.	Tom	Hallenbeck	District Director	California Department of Transportation	District 9		500 South Main Street	Bishop	CA	93514	tom_hallenbeck@dot.ca.gov	(760) 872-0602	
85	State	Ms.	Gayle	Rosander	IGR/CEA Coordinator	California Department of Transportation	District 9		500 South Main Street	Bishop	CA	93514	gayle_rosander@dot.ca.gov	(760) 872-0601	
370	State	Mr.	David V.	Bloom	Transportation Planner	California Department of Transportation	District 9		500 South Main Street	Bishop	CA	93514	dave_bloom@dot.ca.gov	(760) 872-6799	Town
89	State	Mr.	Nadell	Gayou	Senior Engineer	California Department of Water Resources	Division of Planning and Local Assistance		PO Box 942836	Sacramento	CA	94236-0001	ngayou@water.ca.gov	(916) 651-9642	
82	State	Mr.	Terry	Roberts	State Clearinghouse Director	California Governor's Office	Office of Planning and Research		PO Box 3044	Sacramento	CA	95812-3044		(916) 445-0613	
350	State					California Governor's Office of Planning and Research	State Clearinghouse		1400 10th Street, Room 222	Sacramento	CA	95814	state.clearinghouse@opr.ca.gov		Town
101	State	Mr.	Dennis	Brunette	Lieutenant	California Highway Patrol	Office of Special Projects		2555 First Avenue	Sacramento	CA	95814			
104	State	Ms.	Debby	Treadway		California Native American Heritage Commission			915 Capitol Mall, Room 364	Sacramento	CA	95814			EJ
103	State	Ms.	Pam	Bruner		California Reclamation Board			PO Box 942836	Sacramento	CA	95825-8202			
186	State	The Honorable	Dave	Cogdill	Assemblyman	California State Assembly	District 25		1912 Standiford Ave., Suite 4	Modesto	CA	95350		(916) 319-2025	
95	State	Ms.	Betty	Silva		California State Lands Commission			100 Howe Avenue, Suite 100-S	Sacramento	CA	95825-8202	silvab@slc.ca.gov		
187	State	The Honorable	Dave	Cox	Senator	California State Senate	District 1		State Capitol, Room 2068	Sacramento	CA	95814	senator.cox@sen.ca.gov	(916) 651-4001	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
96	State	Mr.	Walt	Petit	Executive Director	California State Water Resources Board	Directors Office		901 P Street	Sacramento	CA	95814			
100	State	Mr.	Hisam	Baqai		California State Water Resources Control Board	Regional Water Quality Control Board	Lahontan Region	15428 Civic Center Drive, Suite 100	Victorville	CA	92392-2494	hbaqai@rb6v.swrcb.ca.gov	(760) 241-7325	
98	State	Mr.	Douglas	Feay	Associate Engineering Geologist	California State Water Resources Control Board	Regional Water Quality Control Board	Lahontan Region	15428 Civic Center Drive, Suite 100	Victorville	CA	92392-2494	dfeay@rb6v.swrcb.ca.gov	(760) 241-7353	
97	State	Mr.	Edward	Anton	Division Chief	California State Water Resources Control Board	Clean Water Program Division		PO Box 100	Sacramento	CA	95812		(916) 341-5250	
99	State	Ms.	Cindi	Mitton	Senior Engineer	California State Water Resources Control Board	Regional Water Quality Control Board	Lahontan Region	15428 Civic Center Drive, Suite 100	Victorville	CA	92392-2494	cmittton@rb6v.swrcb.ca.gov	(760) 241-7413	
116	Regional	Mr.	Larry	Cameron		Great Basin Unified Air Pollution Control District			157 Short Street, Suite 6	Bishop	CA	93514-3537		(760) 872-8211	
117	Regional	Ms.	Ellen	Hardebeck	Air Pollution Control Officer	Great Basin Unified Air Pollution Control District			157 Short Street, Suite 6	Bishop	CA	93514-3537		(760) 872-8211	
115	Regional	Mr.	Duane	Ono	Deputy Air Pollution Control Officer	Great Basin Unified Air Pollution Control District			157 Short Street, Suite 6	Bishop	CA	93514-3537	duaneono@yahoo.com	(760) 872-8211	
126	Regional	Mr.	Julian	Vurke	CEO	LA County Metropolitan Transportation Authority			5413 Avalon Boulevard	Los Angeles	CA	90011			
124	Regional	Ms.	Lori	Gillem		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
125	Regional	Ms.	Debbie	House		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
121	Regional	Mr.	Clarence	Martin		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
122	Regional	Mr.	Dale	Schmidt		LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
123	Regional	Mr.	Brian	Tillemans		LA Department of Water and Power		Bishop Office	300 Mandich Street	Bishop	CA	93514		(760) 872-1104	
120	Regional	Mr.	Gene	Coufal	Manager, Aqueduct Business Group	LA Department of Water and Power			PO Box 51111	Los Angeles	CA	90051		(760) 872-1104	
119	Regional	Mr.	Dan	Lyster	Chair	Long Valley Hydrologic Advisory Committe			PO Bo 347	Mammoth Lakes	CA	93546		(760) 924-5452	
332	Regional	Mr.	Tom	Cage	Board Member	Mammoth Community Water District			PO Box 598	Mammoth Lakes	CA	93546	tom@kittredge.net	(760) 934-7566	Town
112	Regional	Mr.	Gary	Sisson	General Manager	Mammoth Community Water District			PO Box 597	Mammoth Lakes	CA	93546	gsisson@mcwd.dst.ca.us	(760) 934-2596	Town
127	Regional	Mr.	Ronald	Bates	President	Southern California Council of Governments			818 West Seventh Street, Twelvth Floor	Los Angeles	CA	90017			
114	Regional	Mr.	Gary	Meyers	CEO	Southern Mono Health Care District			PO Box 660	Mammoth Lakes	CA	93546		(760) 924-4010	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
379	County	Mr.	Kevin	Carunchio		Inyo County			PO Drawer N	Independence	CA	93526	kcarunchio@qnet.com	(760) 878-0460	Town
111	County	Mr.	Ron	Juliff	Chief Administrative Officer	Inyo County			PO Drawer N	Independence	CA	93526		(760) 872-2971	
292	County	Mr.	Ron	Chegwidden	Director	Inyo County	Department of Public Works		PO Drawer Q	Independence	CA	93526		(760) 878-0201	
289	County	The Honorable	Richard	Cervantes	Fifth District Supervisor	Inyo County			1044 Hunter Road	Lone Pine	CA	93545	info@lonepinechamber.org	(760) 876-4719	
285	County	The Honorable	Linda	Arcularius	First District Supervisor	Inyo County			225 N. Round Valley Road	Bishop	CA	93514	ARKy@qnet.com	(760) 387-2692	
288	County	The Honorable	Jim	Bilyeu	Fourth District Supervisor	Inyo County			PO Box 388	Independence	CA	93526	bilyeu@qnet.com	(760) 878-2745	
286	County	The Honorable	Susan	Cash	Second District Supervisor	Inyo County			431 Short Street	Bishop	CA	93514	Cash93514@msn.com	(760) 872-3408	
287	County	The Honorable	Ted	Williams	Third District Supervisor	Inyo County			278 Pa Me Lane	Bishop	CA	93514	twilliams@qnet.com	(760) 872-0917	
238	County					Inyo County Public Assistance	Department of Health & Human Services		PO Box 514	Lone Pine	CA	93545		(760) 876-5545	EJ
239	County					Inyo County Public Assistance			912 North Main Street	Bishop	CA	93514		(760) 872-1394	EJ
251	County					Inyo Mono WIC	Mono County Health Dept.	Personal Health Services	PO Box 3329	Mammoth Lakes	CA	93546		(760) 872-1885	EJ
250	County					Inyo Mono WIC			162 Grove Street	Bishop	CA	93514		(760) 872-1885	EJ
329	County		Stell	Manfredi	County Administrative Officer	Madera County			333 W. Olive Ave	Madera	CA	93637	smanfredi@maderacounty.com	(559) 675-7703	Town
337	County	Mr.	Evan	Nikirk	Department Head	Mono County Public Works Department			PO Box 457	Bridgeport	CA	93517	enikirk@mono.ca.gov	(760) 932-5440	Town
68	County	Mr.	Renn	Nolan	Clerk of the Board	Mono County			PO Box 237	Bridgeport	CA	93517		(760) 932-5533	
110	County	Mr.	Scott	Burns	Community Development Director	Mono County			PO Box 347	Mammoth Lakes	CA	93546		(760) 924-1800	
191	County	Mr.	Dave	Wilbrecht	County Administrator	Mono County			PO Box 696	Bridgeport	CA	93517		(760) 932-5410	
62	County	Mr.	Rich	Boardman	Director of Public Works	Mono County			PO Box 457	Bridgeport	CA	93517	rboardman@mono.ca.gov	(760) 932-5452	
334	County	Mr.	Jeff	Irons	Economic Development	Mono County			PO Box 347	Mammoth Lakes	CA	93546	jirons@mono.ca.gov	(760) 924-1800	Town
63	County	The Honorable	John	Cecil	Supervisor	Mono County			PO Box 654	Bridgeport	CA	93517	jcecil@mono.ca.gov	(760) 932-7924	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
64	County	The Honorabl	Tom	Farnetti	Supervisor	Mono County			PO Box 1237	Mammoth Lakes	CA	93546	tfarnetti@mono.ca.gov	(760) 934-3518	
66	County	The Honorabl	Duane "Hap"	Hazard	Supervisor	Mono County			PO Box 554	Mammoth Lakes	CA	93546	hhazard@mono.ca.gov	(760) 935-4999	
65	County	The Honorabl	Byng	Hunt	Supervisor	Mono County			PO Box 2608	Mammoth Lakes	CA	93546	bhunt@mono.ca.gov	(760) 934-6643	
67	County	The Honorabl	Vicki	Magee-Bauer	Supervisor	Mono County			PO Box 25	June Lake	CA	93529	vmageebauer@mono.ca.gov	(760) 648-7831	
335	County	Mr.	R. Glenn	Barnes		Mono County Assessors Office			PO Box 456	Mammoth Lakes	CA	93546	gbarnes@mono.ca.gov	(760) 932-5510	Town
378	County	Mr.	Dennis	Lampson		Mono County Health Department	Environmental Health Division		PO Box 476	Bridgeport	CA	93517	dlampson@mono.ca.gov	(760) 932-5580	Town
336	County	Mr.	Louis	Molina		Mono County Health Department	Environmental Health Division		PO Box 3329	Mammoth Lakes	CA	93546	lmolina@mono.ca.gov	(760) 924-1845	Town
249	County					Mono County Health Department - South County			437 Old Mammoth Road, Suite Q	Mammoth Lakes	CA	93546		(760) 924-5410	EJ
50	County	Mr.	Richard A.	McAteer	Superintendent	Mono County Office of Education		Mammoth Lakes Office	PO Box 130	Mammoth Lakes	CA	93546-0130		(760) 934-0031	
241	County					Mono County Social Services			PO Box 2969	Mammoth Lakes	CA	93546		(760) 934-3511	EJ
240	County					Mono County Social Services			PO Box 576	Bridgeport	CA	93517			EJ
359	City	Mr.	Peter	Tracy	City Attorney	City of Bishop			106 S. Main St.	Bishop	CA	93515	inyomono@stanfordalumni.org	(760) 872-1101	Town
299	City	The Honorabl	Martin L. "Smiley"	Connolly	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
300	City	The Honorabl	Frank	Crom	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
301	City	The Honorabl	Susan	Cullen	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
298	City	The Honorabl	Kathryn	Henderson	Councilmember	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	Town
108	City	Mr.	Michael	Barnes	Director	City of Bishop	Eastern Sierra Regional Airport		703 Airport Road	Bishop	CA	93514			
380	City	Mr.	David	Grah	Director	City of Bishop	Public Works		377 West Line Street	Bishop	CA	93514	davegrah@ca-bishop.us	(760) 873-5863	Town
109	City	The Honorabl	John W.	Young	Mayor	City of Bishop			PO BOX 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	
107	City	Mr.	Richard	Pucci	Planning Director	City of Bishop			PO Box 1236	Bishop	CA	93515	cityclerk@ca-bishop.us	(760) 873-5863	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
106	City	Ms.	Peggy	Temple		City of Corona	Planning Department		815 West Sixth Street	Corona	CA	92882			
105	City	The Honorable	Karen	Spiegel	Mayor	City of Corona			400 South Vicentia Avenue	Corona	CA	92882	kspiegel@ci.corona.ca.us	(951) 736-2201	
328	City	Mr.	Fred	Stump		Long Valley Fire Protection District			Route 1, Box 1145	Crowley Lake	CA	93546	longvalley@gnet.com	(760) 935-4545	Town
327	City					Los Angeles Department of Recreation and Parks			1200 W 7th Street, 7th Floor	Los Angeles	CA	90017			Town
113	City	Mr.	Thom	Heller		Mammoth Lakes Fire Protection District			PO Box 5	Mammoth Lakes	CA	93546	theller@mammothlakesfd.com	(760) 934-2300	
44	City		Shannon	Freeman	Director	Mammoth Lakes Visitors Bureau			PO Box 48	Mammoth Lakes	CA	93546		(760) 934-2712	
59	City	Mr.	Bill	Taylor	Acting Community Development Director	Town of Mammoth Lakes	Environmental & Advanced Planning		PO Box 1609	Mammoth Lakes	CA	93546	wtaylor@ci.mammoth-lakes.ca.us	(760) 934-8989	
383	City		Jamie	Gray	Administrative Secretary	Town of Mammoth Lakes	Administration		PO Box 1609	Mammoth Lakes	CA	93546	jgray@ci.mammoth-lakes.ca.us	(760) 934-8989	Town
368	City	Ms.	Barbara	Richter	Administrative Secretary	Town of Mammoth Lakes	Mammoth Yosemite Airport		PO Box 1609	Mammoth Lakes	CA	93546	brichter@ci.mammoth-lakes.ca.us	(760) 934-2712	Town
61	City	Mr.	Bill	Manning	Airport & Transportation Director	Town of Mammoth Lakes	Mammoth Yosemite Airport		PO Box 1609	Mammoth Lakes	CA	93546	wmanning@ci.mammoth-lakes.ca.us	(760) 934-3813	
69	City	Mr.	Dennis	Cardoza	Assistant Airport Manager	Town of Mammoth Lakes	Mammoth Yosemite Airport		PO Box 1609	Mammoth Lakes	CA	93546	dcardoza@ci.mammoth-lakes.ca.us	(760) 934-3813	
54	City	The Honorable	John	Eastman	Councilmember	Town of Mammoth Lakes			PO Box 1305	Mammoth Lakes	CA	93546	eastmanhs@uneedspeed.net	(760) 934-6584	Town
205	City	The Honorable	Skip	Harvey	Councilmember	Town of Mammoth Lakes			PO Box 1609	Mammoth Lakes	CA	93546	akstapp@msn.com	(760) 934-3702	Town
357	City	The Honorable	Neil	McCarroll	Councilmember	Town of Mammoth Lakes			PO Box 1609	Mammoth Lakes	CA	93546	neilmccarroll@earthlink.net	(760) 934-3200	Town
55	City	The Honorable	Kirk	Stapp	Councilmember	Town of Mammoth Lakes			PO Box 7254	Mammoth Lakes	CA	93546		(760) 934-8541	
358	City	The Honorable	Wendy	Sugimura	Councilmember	Town of Mammoth Lakes			PO Box 8244	Mammoth Lakes	CA	93546	wendy_sugimura@yahoo.com	(760) 914-2962	Town
58	City	Ms.	Karen	Johnston	Deputy Town Manager	Town of Mammoth Lakes	Community Development		PO Box 1609	Mammoth Lakes	CA	93546	kjohnston@ci.mammoth-lakes.ca.us	(760) 934-8989	
352	City	Ms.	Danna	Stroud	Director	Town of Mammoth Lakes	Tourism & Recreation Department		PO Box 1609	Mammoth Lakes	CA	93546	dstroud@visitmammoth.com	(760) 934-2712	Town
353	City	Mr.	Mark	Wardlaw	Director	Town of Mammoth Lakes	Community Development Department		PO Box 1609	Mammoth Lakes	CA	93546	mwardlaw@ci.mammoth-lakes.ca.us	(760) 934-8989	Town
51	City	The Honorable	Rick	Wood	Mayor	Town of Mammoth Lakes			PO Box 2114	Mammoth Lakes	CA	93546		(760) 934-5821	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
60	City	Mr.	Ray	Jarvis	Public Works Director	Town of Mammoth Lakes	Public Works		PO Box 1609	Mammoth Lakes	CA	93546		(760) 934-8989	
57	City	Ms.	Anita	Hatter	Town Clerk	Town of Mammoth Lakes	Administration		PO Box 1609	Mammoth Lakes	CA	93546	ahatter@ci.mammoth-lakes.ca.us	(760) 934-8989	
56	City	Mr.	Rob	Clark	Town Manager	Town of Mammoth Lakes	Administration		PO Box 1609	Mammoth Lakes	CA	93546	rclark@ci.mammoth-lakes.ca.us	(760) 934-8989	
341	City	Ms.	Jo	Bacon	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 100 PMB 134	Mammoth Lakes	CA	93546	jbacon22@verizon.net	(760) 934-4932	Town
53	City	Mr.	Tony	Barrett	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 2294	Mammoth Lakes	CA	93546	barjur6@aol.com	(760) 924-0027	Town
342	City	Ms.	Rhonda	Duggan	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 9057	Mammoth Lakes	CA	93546	rhonda.duggan@mammoth-mtn.com	(760) 935-4063	Town
343	City	Mr.	Roy	Saari	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 1609	Mammoth Lakes	CA	93546	saaris@gnet.com	(760) 934-2704	Town
344	City	Ms.	Elizabeth	Tenney	Commissioner	Town of Mammoth Lakes Planning Commission			PO Box 1609	Mammoth Lakes	CA	93546	etenney@npgcable.com	(760) 924-8475	Town
228	Tribal	Ms.	Andrea	Eriksson	Chairperson	Antelope Valley Indian Commission			PO Box 87	Coleville	CA	96107		(760) 495-2434	EJ
234	Tribal					Benton Paiute Reservation			Star Route 4, Box 56-A	Benton	CA	93512		(760) 933-2321	EJ
216	Tribal	Ms.	Jessica	Bacoch	Chairperson	Big Pine Indian Reservation			841 S. Main Street	Big Pine	CA	93514		(760) 938-2003	EJ
217	Tribal					Big Pine Paiute Reservation			1050 S. Richards	Big Pine	CA	93513		(760) 938-2428	EJ
230	Tribal	Mr.	Jason	Warren	Environmental Director	Big Pine Paiute Tribe			PO Box 700	Big Pine	CA	93573		(760) 938-2003	EJ
214	Tribal	Mr.	Jim	Edenso	CEO	Bishop Paiute Development Corporation			270 N See Vee Ln #1	Bishop	CA	93514		(760) 872-4172	EJ
213	Tribal	Mr.	Greg	Shipman	Administrator	Bishop Paiute Tribal Council			50 Tu Su Lane	Bishop	CA	93514		(760) 873-3584	EJ
291	Tribal					Bishop Reservation			PO Box 548	Bishop	CA	93515		(760) 873-3584	EJ
218	Tribal					Bridgeport Indian Reservation			PO Box 37	Bridgeport	CA	93517		(760) 932-7846	EJ
220	Tribal					California Indian Manpower			50 Tu-Su Lane	Bishop	CA	93514			EJ
221	Tribal					California Indian Manpower Consortium			916 North Main Street	Bishop	CA	93514		(760) 873-3419	EJ
229	Tribal	Mr.	Hygi	Watermans	Tribal Administrator	Fort Independence Indian Reservation			PO Box 67	Independence	CA	93526		(760) 878-2126	EJ

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
227	Tribal	Mr.	William	Andrews	Spokesperson	Kuzedika Paiute Tribe / Lee Vining			PO Box 237	Lee Vining	CA	93541		(760) 647-1036	EJ
231	Tribal	Ms.	Sandra	Younge		Lone Pine Indian Reservation			1103 S. Main Street	Lone Pine	CA	93545			EJ
222	Tribal	Ms.	Rachael A.	Joseph	Chairperson	Lone Pine Paiute Shoshone Reservation			1103 S. Main Street	Lone Pine	CA	93545		(760) 876-1034	EJ
223	Tribal				Tribal Administrator	Lone Pine Paiute Shoshone Reservation			1103 S. Main Street	Lone Pine	CA	93545		(760) 876-1034	EJ
232	Tribal					Owens Valley Indian Water Commission			46 N Tu Su Lane	Bishop	CA	93515		(760) 873-3300	EJ
215	Tribal	Ms.	Rena	Tibbets		Paiute Community Development Corporation			270 N. See Vee Lane	Bishop	CA	93514		(760) 872-4806	EJ
233	Tribal					Paiute Palace Casino			2724 N. Sierra Highway	Bishop	CA	93514		(760) 873-4150	EJ
224	Tribal	Mr.	Cal	Stafford		Paiute Tribe of Big Pine			700 S. Main Street	Big Pine	CA	93513		(760) 938-2003	EJ
235	Tribal	Ms.	Georgia	Kennedy	Chairperson	Timbishia Shoshone Tribe			#900 Indian Village Road	Death Valley	CA	92328-0206		(760) 786-2374	EJ
225	Tribal					Toiyabe Indian Health Project			52 Tu-Su Lane	Bishop	CA	93514		(760) 873-8461	EJ
207	Organization	Ms.	Hope	La Esperanza					1351 Rocking W Drive	Bishop	CA	93514		(760) 872-0926	EJ
297	Organization	Ms.	Andrea	Lawrence	President	Andrea Lawrence Institute for Mountains and Rivers			PO Box 100, PMB 334	Mammoth Lakes	CA	93546	andrea@alimar.org	(760) 934-2877	Town
279	Organization					Bishop Union High School			301 North Fowler Street	Bishop	CA	93514		(760) 873-4275	EJ
132	Organization	Ms.	Mary	Decker	Rare Plant Coordinator	California Native Plant Society			2707 K Street, Suite 1	Sacramento	CA	95814		(916) 447-2673	
272	Organization					Cerro Coso Community College	Mammoth Lakes Campus		PO Box 1865	Mammoth Lakes	CA	93546		(760) 934-2875	EJ
304	Organization	Mr.	Matt	Hightower	Director - CC Online	Cerro Coso Community College			PO Box 1865	Mammoth Lakes	CA	93546	mhightow@cerrococo.edu	(760) 872-1565	Town
271	Organization					Cerro Coso Community College - Bishop Campus	Eastern Sierra College Center		4090 W. Line Street	Bishop	CA	93514		(760) 872-1565	EJ
206	Organization	Ms.	Irma	Wright		Club Esperanza			PO Box 1184	Bishop	CA	93515			EJ
130	Organization	Ms.	Susan	Britton		Earth Justice Legal Defense Fund			426 17th Street, Fifth Floor	Oakland	CA	94612		(510) 550-6725	
129	Organization	Mr.	Trent	Orr		Earth Justice Legal Defense Fund			426 17th Street, Fifth Floor	Oakland	CA	94612	torr@earthjustice.org	(510) 550-6725	Town

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314	Organization	Ms.	Deborah S.	Reames, Esq.	Managing Attorney	Earthjustice		Oakland	426 17th Street, 5th Floor	Oakland	CA	94612	dreames@earthjustice.org	(510) 550-6725	Town
48	Organization	Dr.	Sharon	Dyer	President	Eastern Sierra College Center			PO Box 1865	Mammoth Lakes	CA	93546		(760) 934-2875	
246	Organization					Eastern Sierra Family Resource Center			PO Box 3145	Mammoth Lakes	CA	93546			EJ
204	Organization	Ms.	Maria	Larquier	Director	El Foro Latino			PO Box 8946	Mammoth Lakes	CA	93546	mar1alaura@aol.com	(760) 924-1080	EJ
276	Organization					Elm Street School			800 West Line Street	Bishop	CA	93514		(760) 872-1278	EJ
24	Organization	Ms.	Emmile	Rummel		Friends of Sierra Trout			PO Box 2096	Mammoth Lakes	CA	93546		(760) 924-5671	
323	Organization	Mr.	Paul	McFarland		Friends of the Inyo			PO Box 64	Lee Vining	CA	93541	paulmc@friendsoftheinyo.org	(760) 647-9116	Town
134	Organization	Mr.	Gregory	Adair		Friends of Yosemite Valley			PO Box 702	Yosemite	CA	95389			
367	Organization	Mr.	Rick	Phelps		High Sierra Energy Foundation			PO Box 3511	Mammoth Lakes	CA	93546	phelps@highsierraenergy.org	(760) 934-4650	Town
290	Organization		Dianne	Mettam	Pastor	Hispanic Ministry	Methodist Church - Big Pine		150 S. School Street	Big Pine	CA	93513		(760) 872-3235	EJ
278	Organization					Home Street School			201 Home Street	Bishop	CA	93514		(760) 872-1278	EJ
212	Organization	Pastor		Cruz	Pastor	Iglesia Misionera de Jesus Cristo			PO Box 8738	Mammoth Lakes	CA	93546		(760) 934-2102	EJ
242	Organization					IMACA Community Connections for Children			107337 Highway 395	Coleville	CA	96107		(530) 495-2137	EJ
237	Organization	Mr.	Daniel	Steinhagen		IMACA Community Services			224 S. Main Street	Bishop	CA	93514		(760) 873-8557	EJ
244	Organization					IMACA Head Start/State Preschool			107337 Highway 395	Walker	CA	96107		(530) 495-2137	EJ
245	Organization					IMACA Head Start/State Preschool			PO Box 8571	Mammoth Lakes	CA	93546		(760) 934-3343	EJ
25	Organization	Ms.	Donna	Lake		League of Women Voters			PO Box 1496	Bishop	CA	93514		(760) 387-2741	
26	Organization	Mr.	Don	Porter		Lions Club			PO Box 2678	Mammoth Lakes	CA	93546		(760) 934-3815	
27	Organization	Mr.	Russ	Norton		Mammoth Business Association			PO Box 742	Mammoth Lakes	CA	93546		(760) 934-6377	
273	Organization					Mammoth Elementary School			PO Box 3209	Mammoth Lakes	CA	93546		(760) 934-7545	EJ

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
275	Organization					Mammoth High School			365 Sierra Park Road	Mammoth Lakes	CA	93546		(760) 934-8541	EJ
28	Organization	Ms.	Marie	Dennis		Mammoth Lakes Board of Realtors			PO Box 1007	Mammoth Lakes	CA	93546		(760) 934-4637	
29	Organization	Mr.	Don	Porter		Mammoth Lakes Chamber of Commerce			PO Box 3268	Mammoth Lakes	CA	93546		(760) 934-3815	
305	Organization	Ms.	Dawn	Vereuck	President	Mammoth Lakes Chamber of Commerce			PO Box 9366	Mammoth Lakes	CA	93546	dawn@elegantbath.com	(760) 924-2040	Town
30	Organization	Mr.	Richard	Good		Mammoth Lakes Contractors Association			PO Box 1111	Mammoth Lakes	CA	93546		(760) 934-6618	
163	Organization	Mr.	Ed	Powers		Mammoth Lakes Contractors Association			PO Box 111	Mammoth Lakes	CA	93546			
330	Organization	Mr.	Evan	Russell	President & CEO	Mammoth Lakes Foundation			PO Box 1815	Mammoth Lakes	CA	93546	evan@mammothlakesfoundation.org	(760) 934-3781	Town
236	Organization	Ms.	L. Andrea	Clark	Director	Mammoth Lakes Housing, Inc.			Post Office Box 260	Mammoth Lakes	CA	93546		(760) 934-4740	EJ
31	Organization	Mr.	Paul	Payne		Mammoth Lakes Lodging Association			3251 Chateau Rd	Mammoth Lakes	CA	93546		(760) 934-6374	
33	Organization	Mr.	Harold	Ritter	Chief	Mammoth Lakes Volunteer Fire Department			PO Box 5	Mammoth Lakes	CA	93546		(760) 934-2300	
34	Organization	Ms.	Sue	Bangen		Mammoth Lakes Women's Club			PO Box 1556	Mammoth Lakes	CA	93546		(760) 934-3739	
274	Organization					Mammoth Middle School			PO Box 2429	Mammoth Lakes	CA	93546		(760) 934-7072	EJ
35	Organization	Ms.	Emily	Maner		Mammoth Resort Visitors Association			PO Box 3158	Mammoth Lakes	CA	93546		(760) 934-2515	
49	Organization	Mr.	Stan	Halperin	Superintendent	Mammoth Unified School District			PO Box 3509	Mammoth Lakes	CA	93546		(760) 934-6802	
338	Organization	Mr.	Geoff	McQuilken	Executive Director	Mono Lake Committee			PO Box 29	Lee Vining	CA	93541	geoff@monolake.org	(760) 647-6595	Town
133	Organization	Ms.	Courtney	Cuff	Regional Director	National Parks Conservation Association	Pacific Region		PO Box 1289	Oakland	CA	94604-1289		(510) 839-9926	
131	Organization	Ms.	Johanna	Wald	Senior Attorney & Director, Land Program	Natural Resources Defense Council			71 Stevenson #1825	San Francisco	CA	94105		(415) 777-0220	
210	Organization					Our Lady of Perpetual Help Catholic Church			849 Home Street	Bishop	CA	93514-2317		(760) 872-7231	EJ
277	Organization					Pine Street School			800 West Pine Street	Bishop	CA	93514		(760) 872-4215	EJ
135	Organization	Ms.	Elizabeth	Teney	Advisory Board Member	Preserving the Eastern Sierra Tradition of Environmental			PO Box 3511	Mammoth Lakes	CA	93546		(760) 924-8475	

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
36	Organization	Mr.	Byng	Hunt		Rotary Club			PO Box 7484	Mammoth Lakes	CA	93546		(760) 934-6643	
247	Organization					Salvation Army of Big Pine			1124 Newman	Big Pine	CA	93513		(760) 938-2608	EJ
248	Organization					Salvation Army of Bishop			621 W Line Street	Bishop	CA	93514		(760) 924-5410	EJ
211	Organization					Santa Rosa Catholic Church			311 E. Locusts	Lone Pine	CA	93545		(760) 876-4350	EJ
189	Organization	Ms.	Mary	Canada	Eastern Sierra Field Representative	Sierra Business Council			PO Box 2428	Truckee	CA	96160	mcanada@sbcouncil.org	(530) 582-4800	
347	Organization	Mr.	David	Mattocks	President	Sierra Business Council			PO Box 2428	Truckee	CA	96160	demattocks@sbcouncil.org	(530) 582-4800	Town
188	Organization	Mr.	Jim	Sawyer	President	Sierra Business Council			PO Box 2428	Truckee	CA	96160	jsawyer@sbcouncil.org	(530) 582-4800	
37	Organization	Ms.	Wilma	Wheeler	Chair	Sierra Club			PO Box 1973	Mammoth Lakes	CA	93546		(760) 934-3764	
38	Organization	Mr.	Bill	Sauser		Southern Mono Historical Society			PO Box 65	Mammoth Lakes	CA	93546		(760) 934-6157	
209	Organization					St. Joseph's Catholic Church			58 Ranch Rd.	Mammoth Lakes	CA	93546		(760) 934-6276	EJ
136	Organization	Mr.	Daniel	Dawson	Director	University of California - Santa Barbara	Sierra Nevada Aquatic Research Laboratory		HCR 79, Box 198	Mammoth Lakes	CA	93546	dawson@icess.ucsb.edu	(760) 935-4334	
366	Organization	Ms.	Sally	Miller		Wilderness Society			PO Box 22	Lee Vining	CA	93541	sally_miller@tws.org	(760) 647-1614	Town
252	Library					Benton Library	Edna Bearman Elementary School		25541 Highway 6	Benton	CA	93512		(760) 933-2542	EJ
253	Library					Big Pine Library			110 N. Main Street	Big Pine	CA	93513		(760) 938-2420	EJ
254	Library					Bishop Library			210 Academy	Bishop	CA	93514		(760) 873-5115	EJ
255	Library					Bridgeport Library and Book Mobile			94 North School Street	Bridgeport	CA	93517		(760) 932-7482	EJ
256	Library					Coleville Library			111591 Highway 395	Coleville	CA	96107		(530) 495-2788	EJ
257	Library					Inyo County Library - Independence			168 N Edwards Street	Independence	CA	93526		(760) 878-0260	EJ
258	Library					June Lake Community Building/Library			90 W. Granite Street	June Lake	CA	93529			EJ
259	Library					Lee Vining Library			51710 Highway 395	Lee Vining	CA	93541		(760) 647-6123	EJ

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
260	Library					Lone Pine Library			S. Washington	Lone Pine	CA	93545		(760) 876-5031	EJ
261	Library					Mono County Library			PO Box 1120	Mammoth Lakes	CA	93546		(760) 934-4777	EJ
373	Business	Ms.	Rhona	Hunter		8050			PO Box 8124	Mammoth Lakes	CA	93546	rhona@8050.net	(760) 924-1015	Town
355	Business	Mr.	Kent	Myers		AirPlanners			PO Box 1134	Avon	CO	81620	Kent@airplanners.net	(970) 845-1146	Town
375	Business	Ms.	Marlana	Weber		Bragman Nyman Cafarelli			8687 Melrose Ave., 8th Floor	Los Angeles	CA	90069	Mweber@bncpr.com	(310) 854-4755	Town
143	Business	Mr.	William J.	Thomas		Dave Wood Ranches			25366 W. Dorris	Coalinga	CA	93210			
192	Business	Mr.	Jim	Wallace		Environmental Consulting Services, LLP			2514 Simons Court	Carson City	NV	89703	jimwallace@sbcglobal.net	(775) 348-9800	Town
296	Business	Mr.	Patrick	Zachwieja	Vice-President, Marketing & Planning	Horizon Air			PO Box 65977	Seattle	WA	98168-0977			Town
190	Business	Mr.	Terry	Ballas		Hot Creek Aviation			HCR 79, Box 210	Mammoth Lakes	CA	93546		(760) 924-9127	
324	Business		Pat	Foster		Hot Creek Aviation			PO Box 210	Mammoth Lakes	CA	93546	info@hotcreekaviation.com	(760) 924-9127	Town
325	Business	Mr.	C. Ray	Johnson		Hot Creek Aviation			1625 Highway 88, Suite 101	Minden	Nv	89423	8700@wpti.net	(775) 783-8700	Town
118	Business	Mr.	Bill	Nichols	Ranch Manager	Hot Creek Ranch			HRC 79 Box 206	Mammoth Lakes	CA	93546	bill@hotcreekranch.com	(760) 924-5637	
326	Business	Mr.	Benno	Nager		Intrawest			PO Box 2789	Mammoth Lakes	CA	93546	Bnager@intrawest.com	(775) 332-1260	Town
268	Business					June Mountain Resort			PO Box 146	June Lake	CA	93529		(760) 648-7733	EJ
354	Business	Mr.	Thom	Cornell		Leigh Fisher Associates			555 Airport Blvd, Suite 300	Burlingame	CA	94010	TomC@leighfisher.com	(415) 971-5480	Town
372	Business	Mr.	Les	Card		LSA Associates, Inc.			20 Executive Park, Suite 200	Irvine	CA	92614	les.card@lsa-assoc.com	(949) 553-0666	Town
371	Business	Mr.	Greg	Bissonette	Foundation Grant Coordinator	Mammoth Hospital	Community Relations Department		PO Box 660	Mammoth Lakes	CA	93546	bissonette@mammothhospital.com	(760) 924-4128	Town
280	Business					Mammoth Lakes Laundromat			24 Laurel Mountain Road	Mammoth Lakes	CA	93546		(760) 934-8207	EJ
45	Business	Mr.	Rusty	Gregory		Mammoth Mountain			PO Box 24	Mammoth Lakes	CA	93546		(760) 934-2571	
70	Business	Ms.	Pam	Murphy		Mammoth Mountain			PO Box 24	Mammoth Lakes	CA	93546		(760) 934-2571	

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267	Business					Mammoth Mountain Ski Area			PO Box 24	Mammoth Lakes	CA	93546		(760) 934-2571	EJ
333	Business	Mr.	Peter	Denniston		Mammoth Mountain Ski Area			PO Box 24	Mammoth Lakes	CA	93546	pdenniston@mammoth-mtn.com	(760) 934-2571	Town
162	Business	Ms.	Stacey	Bardfield		Mammoth Sierra Properties			PO Box 1889	Mammoth Lakes	CA	93546			
382	Business	Ms.	Kathryn A.	Kusske Floyd		Mayer, Brown, Rowe, & Maw LLP			1909 K Street N.W.	Washington	DC	20006-1101	kkusskefloyd@maye rbrownrowe.com	(202) 263-3223	Town
339	Business	Mr.	Zane	Gresham		Morrison & Foerster	San Francisco		425 Market Street	San Francisco	CA	941052482	zgresham@mofo.com	(415) 268-7145	Town
356	Business	Mr.	Andrew	Sabey		Morrison & Foerster			101 Ygnacio Blvd, Ste. 450	Walnut Creek	CA	94596	asabey@mofo.com	(925) 295-3311	Town
369	Business	Mr.	Michael	Raimondo		Old New York Deli & Bagel Co.			6201 Minaret Rd, Suite 105	Mammoth Lakes	CA	93546	michael@oldnewyork.com	(760) 934-0068	Town
345	Business					Ricondo & Associates			221 Main St., Suite 1550	San Francisco	CA	94105		(415) 547-1930	Town
374	Business	Ms.	Teri	Stehlik		Seasons 4			PO Box 226	Mammoth Lakes	CA	93546	stay@seasons4.com		Town
161	Business	Mr.	Rick	Blake	CEO/Managing Partner	Sierra Mortgage Corporation			PO Box 1889	Mammoth Lakes	CA	93546			
349	Business	Mr.	Chuck	Lande		Snowcreek Resort			2716 Ocean Park Blvd, Suite 3025	Santa Monica	CA	90405	Crlichadmar@aol.com	(310) 314-2590	Town
346	Business	Mr.	Gary	Myers	CEO	South Mono Health Care District			PO Box 882	Mammoth Lakes	CA	93546	myers@mammothhospital		Town
348	Business	Ms.	Debbie	Hess		Southern California Edison			PO Box 7329	Mammoth Lakes	CA	93546	hessda@sce.com	(760) 934-6871	Town
364	Business	Mr.	Terry	Van Sany		Van Sant Group			16 East Kiowa St.	Colorado Springs	CO	80903	genoffice@vsgrubz	(719) 578-8778	Town
269	Business					VONS Grocery Store			481 Old Mammoth Road	Mammoth Lakes	CA	93546		(760) 876-4350	EJ
270	Business					VONS Grocery Store			1190 North Main Street	Bishop	CA	93514		(760) 872-9811	EJ
283	Business					Wash Tub Coin-Op Laundry			236 N. Warren Street	Bishop	CA	93514-2747		(760) 873-6627	EJ
365	Business	Mr.	Tim	Hannegan		Wexler Group			1317 F Street NW, Suite 600	Washington	DC	20004	hannegan@wexlerwalker.com	(202) 662-3749	Town
263	Media					Cablevision of Mammoth			PO Box 396	Mammoth Lakes	CA	93546		(760) 934-8553	EJ
306	Media	Mr.	Benett	Kessler		Channel 33/KSRW Radio			1280 N. Main Street, Suite J	Bishop	CA	93514	bkessler@sierrawave.net	(760) 873-5329	Town

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264	Media					Inyo Register			PO Box 787	Bishop	CA	93515		(760) 873-3535	EJ
39	Media					KDAY Radio/Channel 33			1280 N. Main St. #J	Bishop	CA	93514-2473		(760) 873-5329	
262	Media					KIBS/KBOV Radio			PO Box 757	Bishop	CA	93514		(760) 873-6324	EJ
40	Media					KMMT Radio			PO Box 1284	Mammoth Lakes	CA	93546		(760) 934-8888	
331	Media					Mammoth Times			PO Box 3929	Mammoth Lakes	CA	93546	news@mammothtimes.com	(760) 934-3929	Town
42	Media	Mr.	Wally	Hoffman	Publisher/Editor	Mammoth Times			PO Box 3929	Mammoth Lakes	CA	93546-3929	wally@mammothtimes.com	(760) 934-3929	
266	Media					The Advocate			111 West Post Street	Lone Pine	CA	93545		(760) 876-8518	EJ
351	Media	Mr.	Ted	Carleton		The Sheet			PO Box 8088	Mammoth Lakes	CA	93546	jacklunch@yahoo.com	(760) 937-4613	Town
265	Media					The Sierra Reader			PO Box 142	Big Pine	CA	93513		(760) 938-3458	EJ
201	Team	Ms.	Jerri	Anderson	Task Manager - Pub. Involvement & Admin.	Community Awareness Services			4544 Post Oak Place, Suite 224	Houston	TX	77027	cas@casprograms.com	(713) 335-7655	
200	Team	Ms.	Peggy	Hayes	Task Manager - Social Impacts &	Hayes Planning Associates			2222 Mimosa Place	Wilmington	NC	28403-2428	hayespln@bellsouth.net	(910) 343-8801	
199	Team	Mr.	Larry	Goldstein	Task Manager - Socio-Economics	SGM Group, Inc.			12010 Canter Lane	Reston	VA	20191-2113	lawrence.goldstein@verizon.net	(703) 860-1838	
195	Team	Mr.	David	Reel	Deputy Project Manager	URS Corporation			221 Main Street, Suite 600	San Francisco	CA	94105-1917	david_reel@urscorp.com	(415) 243-3743	
196	Team	Mr.	Bill	Fehring	Project Manager	URS Corporation			7650 West Courtney Campell Causeway	Tampa Bay	FL	33607-1462	bill_fehring@urscorp.com	(813) 636-2444	Town
198	Team	Mr.	Patrick	Mock	Task Manager - Biological Resources	URS Corporation			1615 Murray Canyon Road, Suite 1000	San Diego	CA	92108	patrick_mock@urscorp.com	(619) 243-2815	
197	Team	Mr.	Brian	Hatoff	Task Manager - Cultural Resources	URS Corporation			1333 Broadway, Suite 800	Oakland	CA	94607-4014	brian_hatoff@urscorp.com	(510) 874-3274	
144	Business	Mr.	Richard	Brandley	Consulting Airport Engineer				6125 King Road, Suite 201	Loomis	CA	95650			
160	Business	Mr.	James S.	Reed		Liebersbach, Mohum, Carney, & Reed			PO Box 3337	Mammoth Lakes	CA	93546			
308	Business	Mr.	Sean	Combs		Meridian Partners			913 Tahoe Blvd. Suite 10	Incline Village	NV	89451	sean@8050.net	(775) 832-8050	Town
153	Individual	Mr.	Peter N.	Bakuses					PO Box 263	Mammoth Lakes	CA	93546			

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
377	Individual	Mr.	Jason	Ballow					19545 Sherman Way, Unit 90	Reseda	CA	91335	jasonballow@hotmail.com	(310) 463-2262	Town
155	Individual	Mr. & Mrs.	Herbert & Phyllis	Benham					PO Box 1823	Mammoth Lakes	CA	93546			
168	Individual	Mr.	Rick	Bramble					PO Box 1028	Mammoth Lakes	CA	93546			
159	Individual	Ms.	Susan	Burbank					PO Box 8544	Mammoth Lakes	CA	93546			
156	Individual	Ms.	Ellen	Burger					PO Box 7233	Mammoth Lakes	CA	93546			
175	Individual	Mr. & Mrs.	Wayne & Beth	Caddell									Remaxm11@remax-mammoth.com		
307	Individual	Mr.	Tony	Colasardo					PO Box 9166	Mammoth Lakes	CA	93546	tony@footloosesports.com	(760) 934-2081	Town
142	Individual	Ms.	Kelly	Cordner					PO Box 4046	Mammoth Lakes	CA	93546			
309	Individual	Mr.	John	Cunningham					PO Box 3604	Mammoth Lakes	CA	93546	info@advocatesformammoth.org	(760) 924-3837	Town
208	Individual	Ms.	Anastasia	Danielson					PO Box 3473	Mammoth Lakes	CA	93546		(760) 920-3876	EJ
172	Individual	Ms.	Karolynn Ward	Davis									Karolynn@qnet.com		
171	Individual	Ms.	Trish	Dunlap									trishdunlap@earthlink.net		
145	Individual	Mr.	Pat	Eckart					PO Box 7525	Mammoth Lakes	CA	93546			
164	Individual		Sommar	Farber					PO Box 1724	Mammoth Lakes	CA	93546			
165	Individual	Mr.	Pat	Foster					2332 Stone Circle	Bishop	CA	93514			
381	Individual		Bobbi	Freeman									zoedypsy@hotmail.com		Town
178	Individual	Ms.	Christine	Galbreath									chrisg@remax-mammoth.com		
310	Individual	Ms.	Therese	Hankel					PO Box 2728	Mammoth Lakes	CA	93546	theresehankel@earthlink.net	(760) 934-3133	Town
177	Individual	Ms.	Michele	Hansen									misssparky@qnet.com		
137	Individual	Dr.	Frederick L.	Harcourt					7921 S. Painter Avenue	Whittier	CA	90602			

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
170	Individual	Mr.	Rick	Jali					PO Box 1717	Mammoth Lakes	CA	93546			
139	Individual	Mr.	Stephen	Kalish					892 Rimrock Dr.	Bishop	CA	93514			
166	Individual	Ms.	Nancy	Kassel					PO Box 1537	Mammoth Lakes	CA	93546			
138	Individual	Mr.	Jonathon P.	Kazmierski					PO Box 402	Mammoth Lakes	CA	93546			
150	Individual	Mr. & Mrs.	Heimo & Beatrice	Ladinig					Route 1, Box 192	Mammoth Lakes	CA	93546			
311	Individual	Mr.	Owen	Maloy					PO Box 2083	Mammoth Lakes	CA	93546	owen.maloy@verizon.net	(760) 934-9511	Town
179	Individual	Ms.	Meredith	McGuire									Meredith@qnet.com		
140	Individual	Mr.	Steven	Miesel					PO Box 7383	Mammoth Lakes	CA	93546			
149	Individual	Ms.	Katherine Jane	Saxon					PO Box 3212	Mammoth Lakes	CA	93546			
176	Individual	Ms.	Patty	Schwartzkopf									patty@qnet.com		
157	Individual	Mr.	Andy	Selters					638 Cottonwood Drive	Bishop	CA	93514			
181	Individual	Mr. & Mrs.	Michael & Margaret	Shapiro					964 Snowcreek				red2000@email.msn.com		
312	Individual	Ms.	Lanie	Somers					PO Box 3006	Mammoth Lakes	CA	93546	lanie@mammothreservations.com	(760) 934-5553	Town
167	Individual	Mr.	Lloyd G.	Stephens					1312 Small Meadows Road	Small Meadows	CA	93514			
180	Individual	Dr. & Mrs.	Bruce L.	Taber					1475 Crestview Rd.	Redlands	CA	92374	maurtaber@aol.com		
313	Individual	Mr.	Gary	Thompson					PO Box 642	Mammoth Lakes	CA	93546	gjthompson@aol.com	(760) 934-4279	Town
183	Individual	Mr.	John	Timms II							CA			(760) 924-5850	
146	Individual	Mr.	Ray	Turner					RR1, Box 175	Crowley Lake	CA	93546			
184	Individual	Ms.	Wendy	Underwood							CA			(760) 924-5850	
376	Individual	Mr.	Kevin	Weinert					PO Box 389	Mammoth Lakes	CA	93546	TFSUN73@aol.com	(661) 276-3340	Town

ID	Type	Title	First Name	Last Name	JobTitle	Business or Organization	Division/Branch/Region	Office	Address 1	City	State	Zip	E-mail Address	Phone	Added per
173	Individual	Ms.	Julie	Wright					PO Box 781	Mammoth Lakes	CA	93546			

## **Appendix I-5**

### **Notice of Availability**

This appendix contains the Notice of Availability published by the FAA in the *Federal Register* and legal advertisements announcing the availability of the Draft EIS for public review and the schedule for two public information workshops to present the findings of the Draft EIS to the public and a public hearing to receive comments from the public on the Draft EIS.

## **NOTICE OF AVAILABILITY AND PUBLIC HEARING**

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

**Release of**

**Draft Environmental Impact Statement for**

**Horizon Air Proposed Scheduled Service**

**Mammoth Yosemite Airport, Mammoth Lakes, Mono County, California**

Pursuant to the National Environmental Policy Act, notice is hereby given that the U.S. Department of Transportation - Federal Aviation Administration intends to hold one public hearing about the adequacy of information disclosed in an Environmental Impact Statement for the proposed approval of an Operations Specifications Amendment for Horizon Air to provide scheduled air service to Mammoth Yosemite Airport.

On November 16, 2007, the Federal Aviation Administration (FAA), as lead agency, published a Draft Environmental Impact Statement (EIS) for proposed approval of an Operations Specifications Amendment for Horizon Air to provide scheduled air service to Mammoth Yosemite Airport from Los Angeles International Airport. The Notice of Availability of the Draft EIS will appear in the *Federal Register* on Friday, November 23, 2007. The public will have a total of 50 days to review the document. The public comment period ends at 5:00 p.m. Pacific Standard Time, on Friday, January 11, 2008.

The purpose of this announcement is to advise interested parties that a public hearing will be held for the purpose of receiving oral and written comments on the Draft EIS on Tuesday, January 8, 2008.

The proposed action does not include any changes to the airfield of Mammoth Yosemite Airport. In accordance with the President's Council on Environmental Quality Regulations (Title 40, Code of Federal Regulations, Part 1500-1508), the No Action Alternative has also been analyzed.

Of the two alternatives considered, including the No Action Project Alternative, the proposed amendment to Horizon Air's Operations Specifications is the preferred alternative.

**Public Hearing:** The FAA will hold one (1) public hearing on January 8, 2008 from 4:00 to 7:00 PM Pacific Standard Time to afford interested parties the opportunity to provide comments on the Draft EIS for the purpose of considering the environmental, economic, and social effects of the proposed approval of Horizon Air's Operations Specifications Amendment. The location of the public hearing is:

**Town of Mammoth Lakes City Office  
437 Old Mammoth Road, Suite Z  
(Minaret Shopping Center)  
Mammoth Lakes, CA 93546**

Two public workshops to describe the project using display boards and other types of media will be held at the Town of Mammoth Lakes City Office, Suite Z. The first public workshop will be held on December 18, 2007 from 4:00 to 8:00 PM, Pacific Standard Time. The second workshop will be held on January 8, 2008 from 2:00 to 3:30 PM, Pacific Standard Time. Following the second public workshop, the public hearing will be held from 4:00 to 7:00 PM, Pacific Standard Time at the same location.

**DRAFT EIS Review and Comment Process:** The FAA encourages interested parties to review the Draft EIS and provide their comments no later than 5:00 p.m., Pacific Standard Time, Friday, January 11, 2008. Comments may be provided in any of three ways: (1) comments may be submitted in writing to Mr. Chuck Cox, U.S. Department of Transportation, Federal Aviation Administration, Northwest Mountain Region, Flight Standards Division, 1601 Lind Avenue, S.W., Renton, Washington 98055; (2) written comments may be submitted at the public workshops or public hearing, and (3) oral comments will be recorded by a court reporter at the public hearing.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the proposed action or merits of its alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewers' interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

For the convenience of the public, the Draft EIS can be reviewed at the following locations: Administrative offices of the Mammoth Yosemite Airport; the Town of Mammoth Lakes City Office at 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546; U.S. Department of Transportation - Federal Aviation Administration, Northwest Mountain Region, Flight Standards Division, 1601 Lind Avenue, S.W., Renton, Washington 98055; Federal Aviation Administration – San Francisco Airports District Office, 831 Mitten Road, Burlingame, California 94010; Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, CA 90261; Federal Aviation Administration, National Headquarters, Planning and Environmental Division, 800 Independence Avenue, S.W. Washington, D.C. 20591.

The Draft EIS is also available at the following Libraries: Mono County Library Mammoth Lakes Branch, 960 Forest Trail, Mammoth Lakes, California, 93546 and Inyo County Library, Bishop Branch, 210 Academy Avenue, Bishop, California, 93514.

Rating EC2.

*EIS No. 20070445, ERP No. D-USN-E11063-00, Shock Trail of the MESA VERDE (LPD 19), San Antonio (LPD 17) Class Ship designated as the Shock Ship for Proposed Shock Trail, Possible Offshore Locations are Naval Station Norfolk, VA; Naval Station Mayport, FL; and Naval Air Station Pensacola, FL.*

*Summary:* EPA expressed environmental concerns about impacts to avian and marine species.

Rating EC1.

*EIS No. 20070364, ERP No. DS-COE-E01013-FL, Rock Mining in the Lake Belt Region Plan, Continuance of Limestone Mining Construction, section 404 Permit, Miami-Dade County, FL.*

*Summary:* EPA expressed environmental concerns about water quality, wetland and mining-related seepage impacts, and requested additional mitigation and monitoring measures.

Rating EC2.

Dated: November 19, 2007.

**Robert W. Hargrove,**

*Director, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. E7-22851 Filed 11-21-07; 8:45 am]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6693-2]

### Environmental Impact Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information, (202) 564-7167 or <http://www.epa.gov/compliance/nepa/>

Weekly receipt of Environmental Impact Statements

Filed 11/12/2007 through 11/16/2007 Pursuant to 40 CFR 1506.9.

*EIS No. 20070495, Final Supplement, APH, 00, Importation of Solid Wood Packing Material, To Reevaluate and Refine Estimates of Methyl Bromide Usage in the Treatment, Implementation, United States. Wait Period Ends: 12/24/2007. Contact: David A. Bergston, 301-734-6103.*

*EIS No. 20070496, Draft EIS, FRC, 00, Fayetteville/Greenville Expansion Project, Construction and Operation of the Natural Gas Pipeline Facilities in Arkansas and Mississippi. Comment Period Ends: 01/07/2008. Contact: Andy Black, 1-866-208-3372.*

*EIS No. 20070497, Draft EIS, FAA, CA, Horizon Air Service to Mammoth Yosemite Airport Project, Proposed Operations Specifications*

*Amendment to Provide Scheduled Air Service, Town of Mammoth Lakes, Mono County, CA. Comment Period Ends: 01/11/2008. Contact: Chuck Cox, 425-227-2243.*

*EIS No. 20070498, Draft EIS, FHW, UT, I-15 Corridor Project, Transportation Improvement from Utah County to Salt Lake County, UT. Comment Period Ends: 01/11/2008. Contact: Carlos Machado, 801-963-0182.*

*EIS No. 20070499, Final EIS, FRC, 00, Klamath Hydroelectric Project, Continued Operation for Hydropower License FERC No. 2082-27, Klamath River, Klamath County, OR and Siskiyou County, CA. Wait Period Ends: 12/24/2007. Contact: John Mudre, 202-502-8902.*

### Amended Notices

*EIS No. 20070409, Draft EIS, AFS, MT, Beartooth Ranger District Travel Management Planning, Proposing to Designate Routes for Public Motorized Use, and Change Management of Pack and Saddle Stock on Certain Trail, Beartooth Ranger District, Custer National Forest, Carbon, Stillwater, Sweet Grass, and Park Counties, MT. Comment Period Ends: 12/19/2007. Contact: Doug Epperly, 406-657-6205 Ext 225. Revision for FR Notice Published 10/05/2007: Extending Comment Period from 11/19/2007 to 12/19/2007.*

*EIS No. 20070478, Final EIS, AFS, AK, Helicopter Access to Conduct Forest Inventory and Analysis (FIA) in Wilderness, in Tongas and Kedgwick National Forest, AK. Wait Period Ends: 12/24/2007. Contact: Ken Post, 907-586-8796. Review to FR Notice Published 11/09/2007: Extending Wait Period from 12/10/2007 to 12/24/2007 and Correction to Title.*

Dated: November 19, 2007.

**Robert W. Hargrove,**

*Director, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. E7-22852 Filed 11-21-07; 8:45 am]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPPT-2007-1080; FRL-8341-3]

### Endocrine Disruptor Screening Program; Workshop to Discuss Draft Policies and Procedures

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** EPA is convening a 1-day public workshop to discuss the

Agency's draft administrative policies and procedures for completing the initial screening and testing under EPA's Endocrine Disruptor Screening Program (EDSP) and the burden and cost estimates for the related information collection activities. In two forthcoming notices in the **Federal Register**, EPA will announce the availability for public review and comment of: (1) The draft policies and procedures EPA is considering adopting for conducting the initial screening and testing under the EDSP and (2) the draft Information Collection Request (ICR) for the initial screening and testing. The purpose of the public workshop is to allow the public to ask questions and for EPA to provide further explanation about these aspects of the EDSP, which in turn may facilitate the preparation of comments.

**DATES:** The meeting is on Monday, December 17, 2007, from 9 a.m. to 5 p.m.

*Special accommodations:* For information on access or services for individuals with disabilities, and to request accommodation of a disability, please contact the person listed under **FOR FURTHER INFORMATION CONTACT** at least 10 days prior to the meeting to give EPA as much time as possible to process your request.

**ADDRESSES:** The meeting will be held at the Environmental Protection Agency, Conference Center—Lobby Level, One Potomac Yard (South Building), 2777 S. Crystal Drive, Arlington, VA 22202.

**FOR FURTHER INFORMATION CONTACT:** William Wooge, Office of Science Coordination and Policy (OSCP), Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460-0001; telephone number: (202) 546-8476; e-mail address: [wooge.william@epa.gov](mailto:wooge.william@epa.gov).

### SUPPLEMENTARY INFORMATION:

#### I. Who Should Attend?

You may be interested in attending this workshop if you produce, manufacture, use, or import pesticide/agricultural chemicals and other chemical substances; or if you are or may otherwise be involved in the testing of chemical substances for potential endocrine effects. To determine whether you or your business may have an interest in this workshop you should carefully examine section 408(p) of the Federal, Food, Drug, and Cosmetic Act (FFDCA). [21 U.S.C. 346a(p)]

#### II. What is the EDSP?

The EDSP was established in 1998 to carry out the mandate in section 408(p) of FFDCA [21 U.S.C. 346a et. seq.],

## **Appendix I-6**

### **Public Information Workshops and Public Hearing**

This appendix contains the following materials that were used to announce, conduct, and record the public information workshops and the public hearing:

- Advertisements for Workshops and Hearings
- Meeting Sign-In sheets and Speaker Registration Cards
- Handouts
- Presentation Boards
- Transcript – Public Hearing

**FEDERAL AVIATION ADMINISTRATION**

is hosting a

**PUBLIC WORKSHOP**

for the

**Draft Environmental Impact Statement  
Proposed Horizon Air Service to  
Mammoth Yosemite Airport**

Please join us on

**December 18, 2007 from 4:00 to 8:00 PM**

at

**Town of Mammoth Lakes Council Chambers  
437 Old Mammoth Road, Suite Z  
(Minaret Shopping Center)  
Mammoth Lakes, CA**

The Draft Environmental Impact Statement (EIS) is available for your review and comment from November 23, 2007 to January 11, 2008 at multiple locations. Local locations to review the document are the Town of Mammoth Lakes City Office, Suite R; the Mammoth Yosemite Airport; Mono County Library, Mammoth Lakes Branch, 960 Forest Trail, Mammoth Lakes, CA 93546; and Inyo County Library, Bishop Branch, 210 Academy Avenue, Bishop, CA, 93514. The Draft EIS is also available at the following Federal Aviation Administration Offices: Northwest Mountain Region, 1601 Lind Avenue, SW, Renton, WA 98057; San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, CA, 94010; Western Pacific Region, Office of Airports Division, 15000 Aviation Blvd. Room 3012, Hawthorne, CA, 90261; and National Headquarters, Office of Airports, Planning and Environmental Division, 800 Independence Ave., SW, Washington, DC, 20591.

On January 8, 2008 a second Public Workshop will be held from 2:00 to 3:30 PM and a Public Hearing will be held from 4:00 to 7:00 PM.

If you would like a copy of the Draft EIS on compact disk, or have questions regarding the environmental review process please contact the Federal Aviation Administration representatives: Mr. Chuck Cox at (425) 227-2243 or Ms. Camille Garibaldi at (650) 876-2778 extension 613.

**NOTICE OF AVAILABILITY AND PUBLIC HEARING**  
**U.S. Department of**  
**Transportation - Federal**  
**Aviation Administration**  
**Release of**  
**Draft Environmental Impact Statement for**  
**Horizon Air Proposed**  
**Scheduled Service**  
**Mammoth Yosemite Airport, Mammoth Lakes, Mono County, California**

Pursuant to the National Environmental Policy Act, notice is hereby given that the U.S. Department of Transportation - Federal Aviation Administration intends to hold one public hearing about the adequacy of information disclosed in an Environmental Impact Statement for the proposed approval of an Operations Specifications Amendment for Horizon Air to provide scheduled air service to Mammoth Yosemite Airport.

On November 16, 2007, the Federal Aviation Administration (FAA), as lead agency, published a Draft Environmental Impact Statement (EIS) for proposed approval of an Operations Specifications Amendment for Horizon Air to provide scheduled air service to Mammoth Yosemite Airport from Los Angeles International Airport. The Notice of Availability of the Draft EIS will appear in the *Federal Register* on Friday, November 23, 2007. The public will have a total of 50 days to review the document. The public comment period ends at 5:00 p.m. Pacific Standard Time, on Friday, January 11, 2008.

The purpose of this announcement is to advise interested parties that a public hearing will be held for the purpose of receiving oral and written comments on the Draft EIS on Tuesday, January 8, 2008.

The proposed action does not include any changes to the airfield of Mammoth Yosemite Airport. In accordance with the President's Council on Environmental Quality Regulations (Title 40, Code of Federal Regulations, Part 1500-1508), the No Action Alternative has also been analyzed.

Of the two alternatives considered, including the No Action Project Alternative, the proposed amendment to Horizon Air's Operations Specifications is the preferred alternative.

**Public Hearing:** The FAA will hold one (1) public hearing on January 8, 2008 from 4:00 to 7:00 PM Pacific Standard Time to afford interested parties the opportunity to provide comments on the Draft EIS for the purpose of considering the environmental, economic, and social effects of the proposed approval of Horizon Air's Operations Specifications Amendment. The location of the public hearing is:

**Town of Mammoth Lakes City Office**  
**437 Old Mammoth Road, Suite Z**  
**(Minaret Shopping Center)**  
**Mammoth Lakes, CA 93546**

Two public workshops to describe the project using display boards and other types of media will be held at the Town of Mammoth Lakes City Office, Suite Z. The first public workshop will be held on December 18, 2007 from 4:00 to 8:00 PM, Pacific Standard Time. The second workshop will be held on January 8, 2008 from 2:00 to 3:30 PM, Pacific Standard Time. Following the second public workshop, the public hearing will be held from 4:00 to 7:00 PM, Pacific Standard Time at the same location.

**DRAFT EIS Review and Comment Process:** The FAA encourages interested parties to review the Draft EIS and provide their comments no later than 5:00 p.m., Pacific Standard Time, Friday, January 11, 2008. Comments may be provided in any of three ways: (1) comments may be submitted in writing to Mr. Chuck Cox, U.S. Department of Transportation, Federal Aviation Administration, Northwest Mountain Region, Flight Standards Division, 1601 Lind Avenue, S.W., Renton, Washington 98055; (2) written comments may be submitted at the public workshops or public hearing, and (3) oral comments will be recorded by a court reporter at the public hearing.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the proposed action or merits of its alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewers' interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

For the convenience of the public, the Draft EIS can be reviewed at the following locations: Administrative offices of the Mammoth Yosemite Airport; the Town of Mammoth Lakes City Office at 437 Old Mammoth Road, Suite R, Mammoth Lakes, California 93546; U.S. Department of Transportation - Federal Aviation Administration, Northwest Mountain Region, Flight Standards Division, 1601 Lind Avenue, S.W., Renton, Washington 98055; Federal Aviation Administration – San Francisco Airports District Office, 831 Mitten Road, Burlingame, California 94010; Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, CA 90261; Federal Aviation Administration, National Headquarters, Planning and Environmental Division, 800 Independence Avenue, S.W. Washington, D.C. 20591.

The Draft EIS is also available at the following Libraries: Mono County Library Mammoth Lakes Branch, 960 Forest Trail, Mammoth Lakes, California, 93546 and Inyo County Library, Bishop Branch, 210 Academy Avenue, Bishop, California, 93514.

11/22 11/29/07 (07-409

**FEDERAL AVIATION ADMINISTRATION  
Draft Environmental Impact Statement  
Proposed Horizon Air Service to  
Mammoth Yosemite Airport**

**Public Workshop and PUBLIC HEARING**

on

**January 8, 2008**

**2:00 to 3:30 for the Public Workshop;**

**4:00 to 7:00 for the Public Hearing**

at

**Town of Mammoth Lakes Council Chambers  
437 Old Mammoth Road, Suite Z  
(Minaret Shopping Center)  
Mammoth Lakes, CA**

The Federal Aviation Administration (FAA) is holding a Public Hearing to receive comments on the Draft Environmental Impact Statement (DEIS) regarding Horizon Air's proposed scheduled air service to Mammoth Yosemite Airport. The hearing is an opportunity to provide written or verbal comments on the analysis of environmental impacts and the adequacy of the proposed action and merits of the alternatives considered.

A Public Workshop will be hosted before the hearing for the public to review DEIS information and ask questions. Written comments will be accepted at the workshop.

Comments concerning the DEIS must be received by the FAA no later than 5:00 p.m. on January 11, 2008.

Local locations to review the DEIS are the Town of Mammoth Lakes City Office, Suite R; the Mammoth Yosemite Airport; Mono County Library, Mammoth Lakes Branch, 960 Forest Trail, Mammoth Lakes, CA 93546; and Inyo County Library, Bishop Branch, 210 Academy Avenue, Bishop, CA, 93514. The Draft EIS is also available at the following FAA Offices: Northwest Mountain Region, 1601 Lind Avenue, SW, Renton, WA 98057; San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, CA, 94010; Western Pacific Region, Office of Airports Division, 15000 Aviation Blvd. Room

3012, Hawthorne, CA, 90261; and National Headquarters, Office of Airports, Planning and Environmental Division, 800 Independence Ave., SW, Washington, DC, 20591.

Contact FAA representatives: Mr. Chuck Cox at (425) 227-2243 or Ms. Camille Garibaldi at (650) 876-2778 extension 613 if you have questions about the environmental review process.



# Public Information Workshop

Environmental Impact Statement for Proposed Horizon  
Air Scheduled Service to Mammoth Yosemite Airport

Mammoth Lakes Council Chambers

December 18, 2007 ♦ 4 - 8 pm

NAME (PLEASE PRINT)	ADDRESS (STREET, CITY, STATE & ZIP)
Rick Saez	151 YOUNG LAKES LN, MAMMOTH, CA 93546
RICK JAWI	3251 CHATEAU RD, #18, MAMMOTH LAKES, CA 93546
Craig Albright	130 Sierra Park Rd. #11 (Box 842) Mammoth Lakes CA 93546
John J Kelly	170 HOLIDAY VISTA DR. MAMMOTH LAKES, CA 93546
Tammy Nguyen	436 Old Mammoth Rd #7 ML, Ca. 93546
MICHAEL JOHNSON	P.O. Box 1592 Mammoth Lakes, CA 93546
Lara Kirkner (Mammoth Times)	PO Box 8938 Mammoth Lakes, CA 93546
STUART BROWN	PO Box 48 Mammoth Lakes, CA 93546
BRUCE HOPPER	PO BOX 374 ML, CA 93546
John Milne	PO Box 7825 ML, CA 93546
Marshall Minobe	.. .. 8343 .. .. -
Ted CARLTON	P.O. Box 8088, M.L., CA
DANNA STROWD	P.O. Box 48 ML CA 93546





# Public Hearing

Environmental Impact Statement for Proposed Horizon  
Air Scheduled Service to Mammoth Yosemite Airport

Mammoth Lakes Council Chambers

January 8, 2008 ♦ 4 - 7 pm

NAME (PLEASE PRINT)	ADDRESS (STREET, CITY, STATE & ZIP)
Robb Fishman	Reno, Nevada
Mike McKenna	PO Box 1173 Mammoth Lakes, CA
Michael Racmonso	P.O. Box 645 Mammoth Lake, CA 93546
Joe Meyer	Yosemite NP
Gordon Alper	Mammoth
Craig Albright	Mammoth Lakes,
Michael Johnson	P.O. Box 1592, Mammoth Lakes CA 93546
Howard Shechter	
DAN MCCONNELL	Bx 7905 ML CA 93546
Eric Wasserman	PO Box 7068 ML CA 93546
STUART Need	<del>244 KINGS</del> P.O. Box 1603, Mammoth CA 93546
Dan Bock	PO Box 100 PMB 226 ML CA 93546.

## SPEAKER REGISTRATION

PLEASE SIGN THIS CARD IF YOU WOULD LIKE TO COMMENT  
AT TONIGHT'S HEARING

NAME (PLEASE PRINT): Michael Johnson

REPRESENTING (Optional): Self

ADDRESS: P.O. Box 1592, M.L. CA 93546

## SPEAKER REGISTRATION

PLEASE SIGN THIS CARD IF YOU WOULD LIKE TO COMMENT  
AT TONIGHT'S HEARING

NAME (PLEASE PRINT): Mike McKenna

REPRESENTING (Optional): THE SHEET

PO Box 1173 Mammoth Lakes

ADDRESS: California, 93546



**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**REQUEST FOR OPERATIONS SPECIFICATIONS AMENDMENT BY HORIZON AIR**  
**TO PROVIDE SCHEDULED AIR SERVICE TO MAMMOTH YOSEMITE AIRPORT**

**PUBLIC INFORMATION WORKSHOP**  
**DECEMBER 18, 2007**

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Welcome to the Federal Aviation Administration (FAA) Public Information Workshop on the Draft Environmental Impact Statement (EIS) concerning the request for Operations Specifications Amendment by Horizon Air to provide scheduled air service to Mammoth Yosemite Airport. The Draft EIS was released for public review and comment on November 16, 2007. The availability of the Draft EIS was announced in the *Federal Register* on November 23, 2007. This workshop is being conducted to provide interested agencies and members of the public the opportunity to learn about the proposed air service, the Proposed Action, and the Draft EIS.

This workshop is being conducted in an informal manner. A series of display boards presenting information about the EIS process, and about the findings of the Draft EIS, are available for your review. Representatives of the FAA and the consultant team assisting the FAA in the preparation of the EIS are available to answer your questions. There will be no formal presentation during this workshop.

The Draft EIS is available for review until January 11, 2008. Written comments on the Draft EIS can be submitted at this time. An opportunity to submit verbal comments will be provided at the **Public Hearing** on **January 8, 2008**.

FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts, the adequacy of the proposed action or merits of alternatives, and any mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

The attached comment form is provided to assist with the submittal of your written comments. Additional blank forms are available at this workshop. It is not necessary to use this form to submit your comments. You may submit written comments at this time or mail the comment form to the address listed on the form and provided below.

**A Public Hearing will be conducted at this location on January 8, 2008 from 4:00 PM to 7:00 PM for the purpose of receiving oral and written comments on the Draft EIS. A second Public Information Workshop similar to that being held today will be held prior to the Public Hearing from 2:00 PM to 3:30 PM.**

Send written comments to:

Chuck Cox  
Regional Technical Specialist Operations  
United States Department of Transportation Federal Aviation Administration  
Northwest Mountain Region Office  
1601 Lind Avenue, SW  
Renton, WA 98057

**Comments on the Draft EIS must be received no later than close of business on January 11, 2008.**



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Place  
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Chuck Cox  
Regional Technical Specialist Operations  
United States Department of Transportation  
Federal Aviation Administration  
Northwest Mountain Region Office  
1601 Lind Avenue, SW  
Renton, WA 98057

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**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**REQUEST FOR OPERATIONS SPECIFICATIONS AMENDMENT BY HORIZON AIR**  
**TO PROVIDE SCHEDULED AIR SERVICE TO MAMMOTH YOSEMITE AIRPORT**

**PUBLIC HEARING AND PUBLIC WORKSHOP**  
**JANUARY 8, 2008**

---

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A **Public Hearing** will be conducted from **4:00 PM to 7:00 PM** for the purpose of receiving oral and written comments on the Draft EIS. A brief introduction by representatives of the FAA will be followed by the opportunity for agency representatives and members of the public to provide verbal comments regarding Draft EIS. All verbal comments will be recorded by a court reporter and made a part of the transcript of the Public Hearing. If you wish to provide verbal comments, please fill in a **Speaker Registration Card**, which are available at the registration table. Completed cards should be turned in at the registration table. Written comments can be submitted at the registration table at any time during the Public Hearing.

FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts, the adequacy of the proposed action or merits of alternatives, and any mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of

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Chuck Cox  
Regional Technical Specialist Operations  
United States Department of Transportation  
Federal Aviation Administration  
Northwest Mountain Region Office  
1601 Lind Avenue, SW  
Renton, WA 98057

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# **PUBLIC INFORMATION WORKSHOP**

Horizon Air Operations Specifications Amendment Service to/from MMH EIS  
Public Information Workshops  
December 18, 2007 and January 8, 2008



Federal Aviation  
Administration

The background features a large, semi-transparent version of the Federal Aviation Administration (FAA) seal. The seal is circular with a blue outer ring containing the text "FEDERAL AVIATION ADMINISTRATION" and two white stars. Inside the ring is a green globe with a yellow winged figure (the "Spirit of Air") superimposed on it. A yellow compass rose is centered over the globe.

# WELCOME & REGISTRATION

Horizon Air Operations Specifications Amendment Service to/from MMH EIS  
Public Information Workshops  
December 18, 2007 and January 8, 2008



Federal Aviation  
Administration

# HORIZON AIR PROPOSED AIR SERVICE TO/FROM MAMMOTH YOSEMITE AIRPORT

## FAA-approved commercial aviation forecast

### Winter Service (December – April)

Proposed to begin December 2008 with 2 flights per day to/from Los Angeles International Airport.

Subsidized by Mammoth Mountain Ski Area.

Projected to grow to 8 flights per day by 2011 / 2012 season.

Projected to include Los Angeles, Las Vegas, San Francisco Bay Area, and additional Southern California location.

### Summer Service (July - August)

Projected to include 2 flights per day to/from Los Angeles.

Projected to begin July 2012.

Based on customer demand – would not be subsidized.

**Use existing runway, taxiway and apron configuration.**

## Limits to numbers of flights

Size of aircraft apron and passenger facilities.

No aircraft to remain overnight.



# HORIZON AIR PROPOSED AIR SERVICE TO/FROM MAMMOTH YOSEMITE AIRPORT

## Horizon Air: Q400 Aircraft



Bombardier DHC8-402 (Q400)

Turbo-propeller aircraft

Seats up to 76 passengers

## Mammoth Yosemite Airport Aviation Forecast

Year	Number of Flights/Day	Plane Capacity	Number of Days	Load Factor	Projected Enplanements	Destination Airport
FY 2008-09 Winter	2	80	112	57%	10,214	2 x LAX
FY 2009-10 Winter	4	80	112	65%	23,296	3 x LAX 1 x SFO*
FY 2010/11 Winter	6	80	112	82%	44,083	3 x LAX 2 x SFO*; 1 x LAS
FY 2011/12 Winter	8	80	112	85%	60,928	3 x LAX; 2 x SFO* 2 x LAS; 1 x SAN**
FY 2012/13 Summer	2	80	60	57%	5,472	2 x LAX
Winter	8	80	112	85%	60,928	3 x LAX; 2 x SFO*
Total					66,400	2 x LAS; 1 x SAN**
FY 2013/14 Summer	2	80	60	65%	6,240	2 x LAX
Winter	8	80	112	85%	60,928	3 x LAX; 2 x SFO*
Total					67,168	2 x LAS; 1 x SAN**
FY 2014/15 Summer	2	80	60	65%	6,240	2 x LAX
Winter	8	80	112	85%	60,928	3 x LAX; 2 x SFO*
Total					67,168	2 x LAS; 1 x SAN**
FY 2015/16 Summer	2	80	60	65%	6,240	2 x LAX
Winter	8	80	112	85%	60,928	3 x LAX; 2 x SFO*
Total					67,168	2 x LAS; 1 x SAN**
FY 2016/17 Summer	2	80	60	65%	6,240	2 x LAX
Winter	8	80	112	85%	60,928	3 x LAX; 2 x SFO*
Total					67,168	2 x LAS; 1 x SAN**

\* San Francisco or an alternative Northern California airport.

\*\* San Diego or an alternative Southern California airport.

Source: Town of Mammoth Lakes, 2006.

# DRAFT ENVIRONMENTAL IMPACT STATEMENT

## Purpose and Need

Evaluate Horizon Air request for operations specifications amendment to service Mammoth Yosemite Airport pursuant to 14 CFR Part 119

MMH is certified as a 14 CFR Part 139 Airport – approved for non-scheduled service

Prior commercial service between 1973 and 1993

Closest commercial service is Reno, Nevada

## Proposed Action

Approval of Horizon Air request for operations specifications amendment per 14 CFR Part 119 to permit scheduled service to Mammoth Yosemite Airport

Associated 14 CFR Part 139 Administrative Actions:

Approval of Town of Mammoth Lakes application for certificate amendment for scheduled commercial service

Approval of Class I Airport Certification Manual

## Alternatives

### **Proposed Action**

Considered approval of Horizon Air request for operations specifications amendment per 14 CFR Part 119 to permit scheduled service to Mammoth Yosemite Airport

### **No Action Alternative**

Horizon Air request would not be approved; airport operations would continue without scheduled service request

### **Use of Alternative Airport**

Considered use of Eastern Sierra Regional Airport in Bishop, CA or other alternative airport

### **Use of Alternative Aircraft**

Considered scheduled service using an alternative aircraft



# KEY RESOURCES STUDIED

**Noise**

**Compatible Land Use**

**Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks**

**Historical, Architectural, Archeological, and Cultural Resources**

**Department of Transportation Act: Section 4(f)**

**Fish, Wildlife, and Plants**

**Air Quality**

**Hazardous Materials, Pollution Prevention, and Solid Waste**

**Natural Resources and Energy Supply**

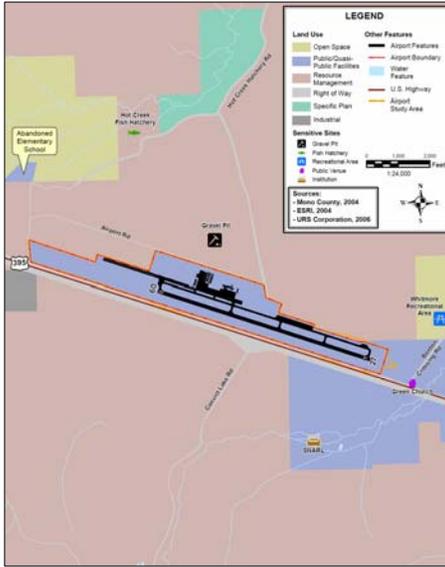
**Water Quality**

**Secondary (Induced) Impacts**

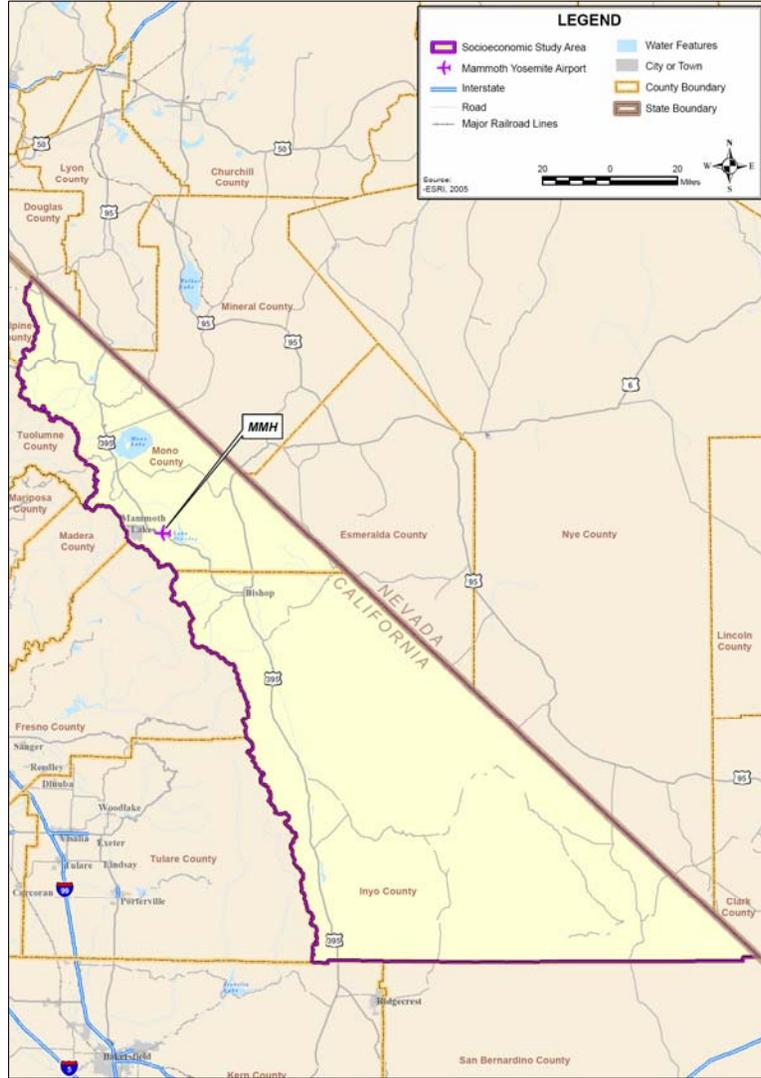


# STUDY AREAS

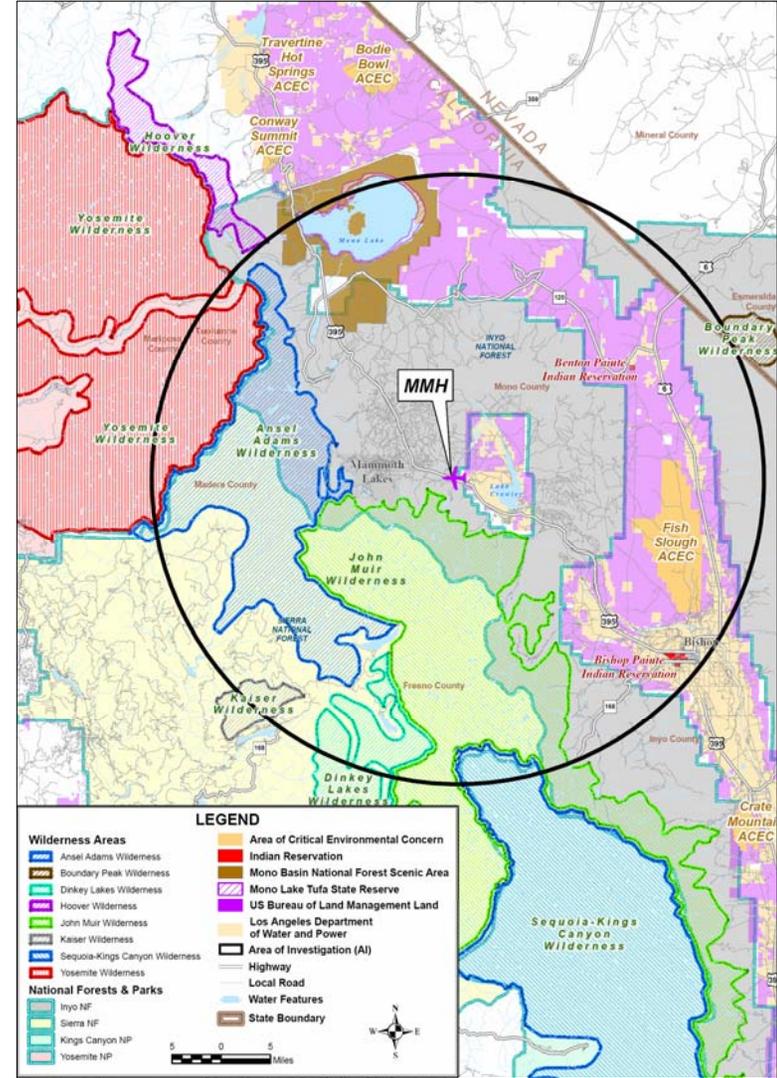
**Airport Study Area  
[Noise]**



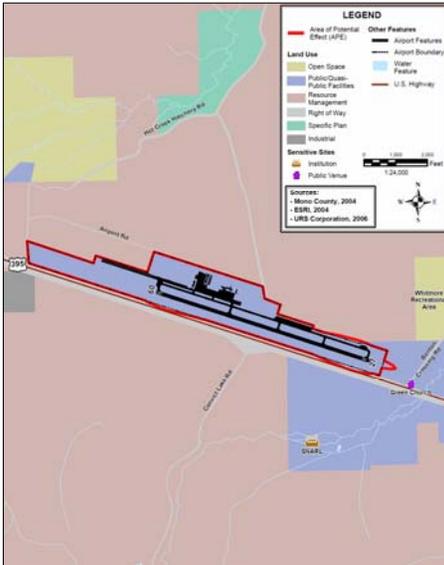
**Socioeconomic Study Area  
[Secondary / Induced Impacts]**



**Area of Investigation (AI)  
[Section 4(f) Resources]**

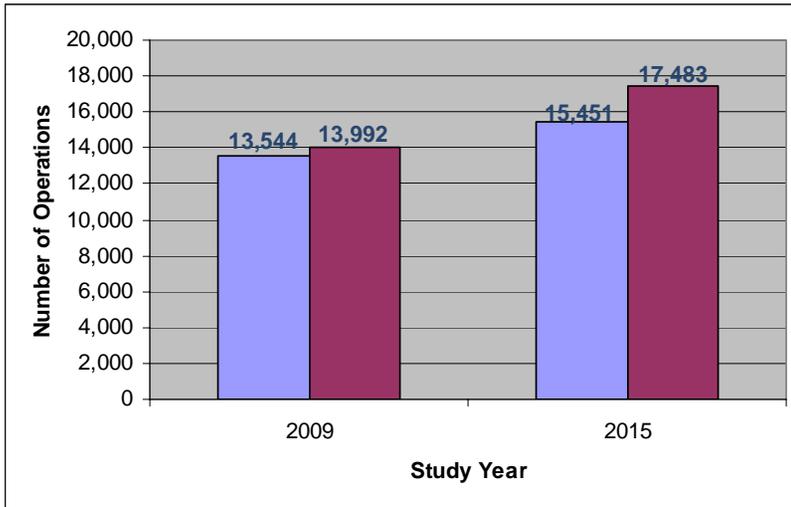


**Area of Potential Effect (APE)  
[Cultural Resources]**



# ENVIRONMENTAL CONSEQUENCES SUMMARY

Comparison of Future Operations at MMH



No-Action Alternative



Proposed Action

Summary of Environmental Impacts

Environmental Impact Categories	Level of Impact		Significance <sup>2</sup>
	No-Action Alternative (2015)	Proposed Action (2015)	
Noise <ul style="list-style-type: none"> <li>Acres of non-compatible land use within the CNEL 65+ dBA area</li> </ul>	0	0	None
Compatible Land Use <ul style="list-style-type: none"> <li>Acres of noise sensitive land use within the CNEL 65+ dBA area</li> </ul>	0	0	None
Socioeconomic, Environmental Justice, Children's Health <ul style="list-style-type: none"> <li>Residential or Business Acquisitions or Relocations</li> <li>Division or Disruption of Established Communities</li> <li>Disruption of Local Traffic Patterns</li> <li>Disruption of Orderly Planned Development</li> <li>Environmental Justice Considerations</li> <li>Environmental Health and Safety Risks to Children</li> </ul>	None None None None None None	None None Minor None None None	None
Secondary (Induced) Impacts <sup>1</sup> <ul style="list-style-type: none"> <li>Additional jobs/population</li> <li>Additional occupied housing units</li> <li>Additional commercial space</li> <li>Changes in public service demands</li> </ul>	0 / 0 0 0 None	1,158 / 1,518 646 336,736 square feet Minor	None
Historic, Architectural, Archaeological and Cultural Resources <ul style="list-style-type: none"> <li>Number of resources within the APE</li> </ul>	0	0	None
DOT Section 4(f) <ul style="list-style-type: none"> <li>Direct Impacts</li> <li>Indirect Impacts</li> </ul>	None	None	None
Fish, Wildlife, and Plants <ul style="list-style-type: none"> <li>Number of Federally Protected Species Impacted</li> </ul>	0	0	None
Air Quality <ul style="list-style-type: none"> <li>2015 Air Pollutant Emissions (Annual Total - tpy) <ul style="list-style-type: none"> <li>CO</li> <li>VOCs</li> <li>NO<sub>x</sub></li> <li>PM<sub>10</sub> / PM<sub>2.5</sub><sup>3</sup></li> <li>SO<sub>2</sub></li> </ul> </li> </ul>	69.68 4.60 1.88 0.77 0.29	92.41 5.41 4.34 0.93 0.49	Less than significant
Hazardous Materials	None	None	
Solid Waste <ul style="list-style-type: none"> <li>tons per day</li> </ul>	<0.02	<0.06	None
Natural Resources	None	None	None
Energy	None	None	None
Water Resources <ul style="list-style-type: none"> <li>Surface Water</li> <li>Groundwater</li> <li>Water Supply</li> <li>Wastewater</li> </ul>	None None None None	None None Minor Minor	None

<sup>1</sup> - Impacts within Socioeconomic Study Area of Mono and Inyo counties.

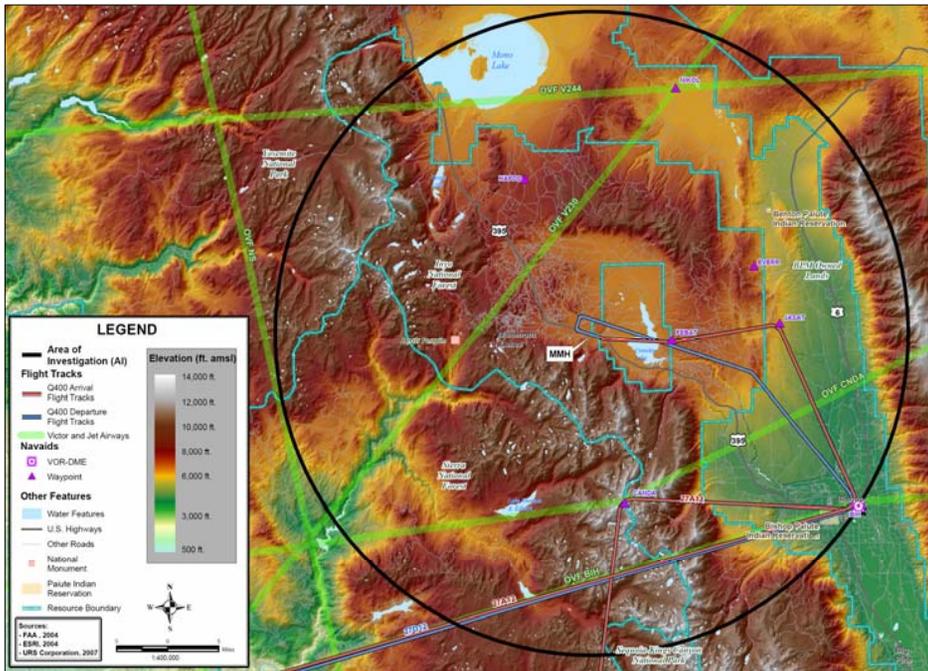
<sup>2</sup> - Based on FAA Order 1050.1E, Significant Impact Thresholds.

<sup>3</sup> - PM<sub>2.5</sub> is assumed to be the same as PM<sub>10</sub> for this analysis.

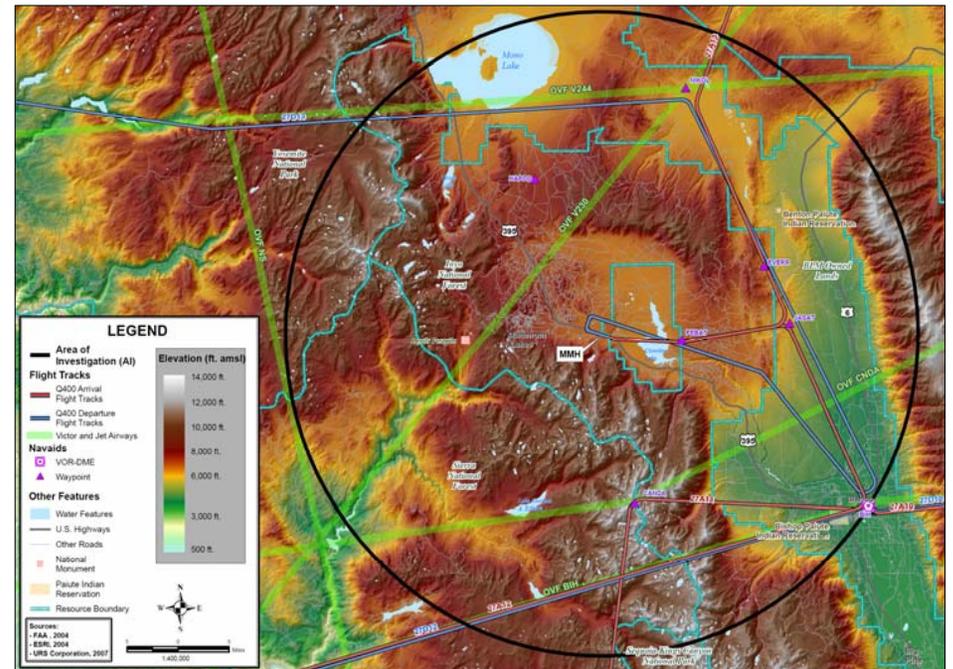


# ROUTES

## 2009 Proposed Q400 Flight Tracks for Runway 27 – West Flow

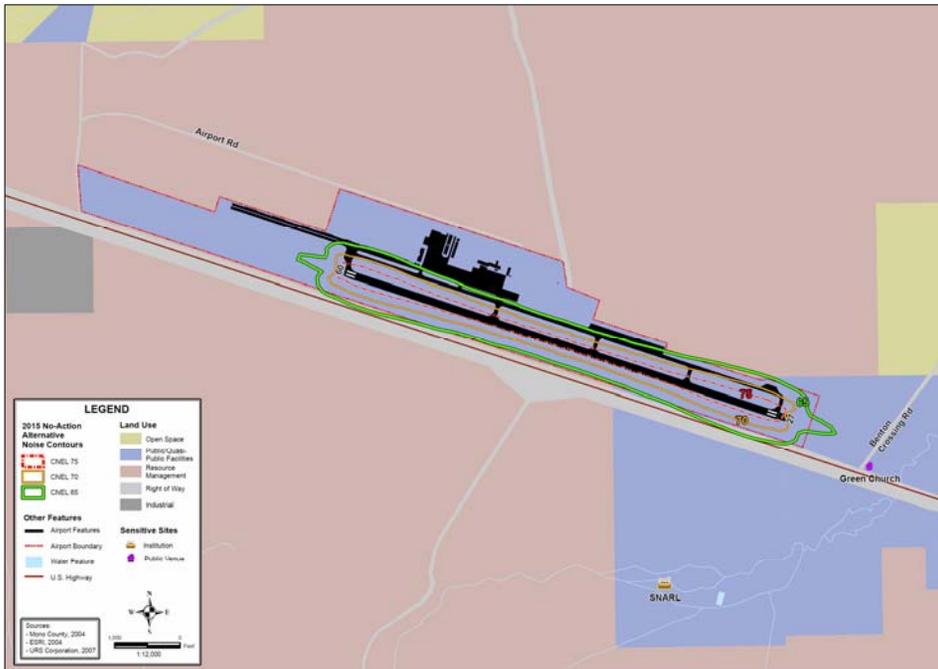


## 2015 Proposed Q400 Flight Tracks for Runway 27 – West Flow

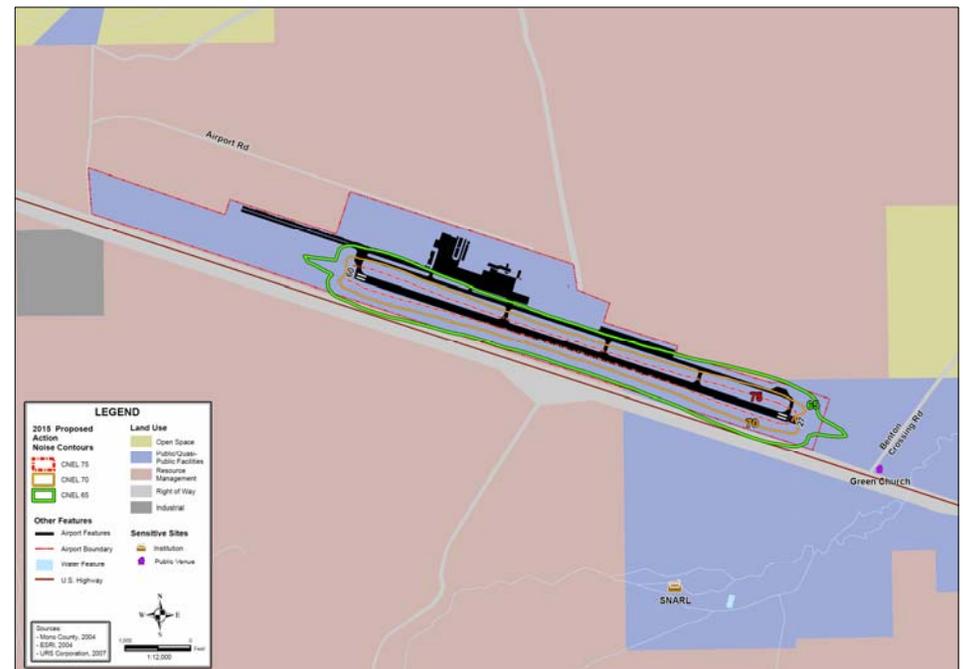


# NOISE

## 2015 No-Action Alternative Noise Contours

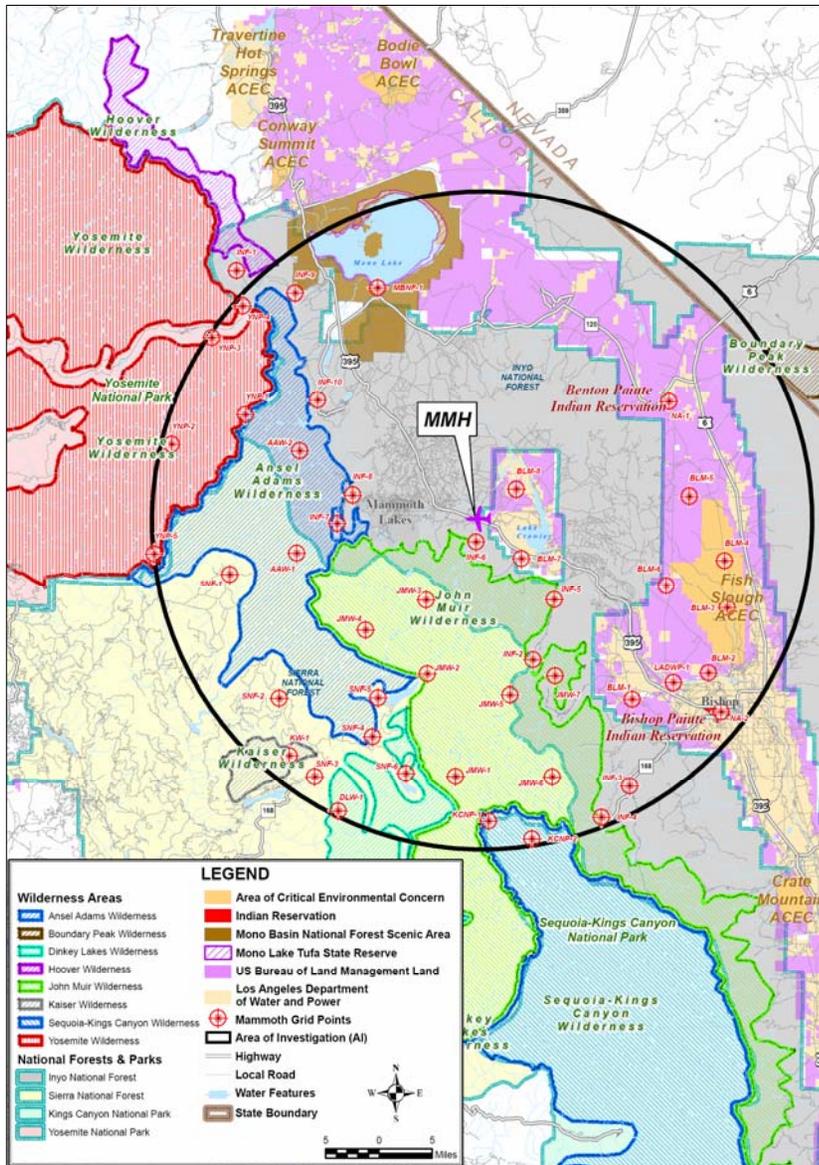


## 2015 Proposed Action Noise Contours

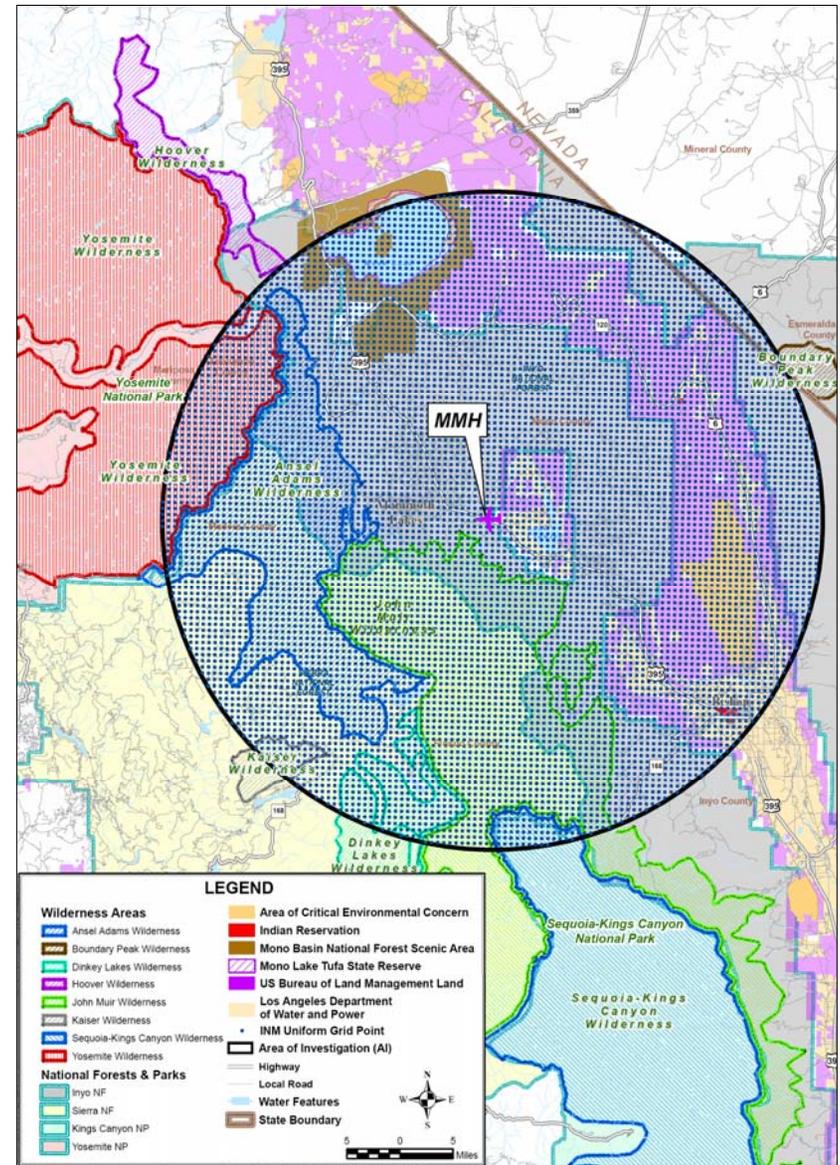


# SUPPLEMENTAL NOISE ANALYSIS

Potential 4(f) Resource Grid Points



Cumulative Noise Analysis



# FISH, WILDLIFE AND PLANTS

## Federal Threatened & Endangered Species

### Species

Owens Tui Chub

Sierra Nevada Bighorn Sheep

### Impacts

No direct impact to habitat.

No significant indirect or secondary impacts.

## Non-Listed Species of Interest

### Species

Mule Deer

Sage Grouse

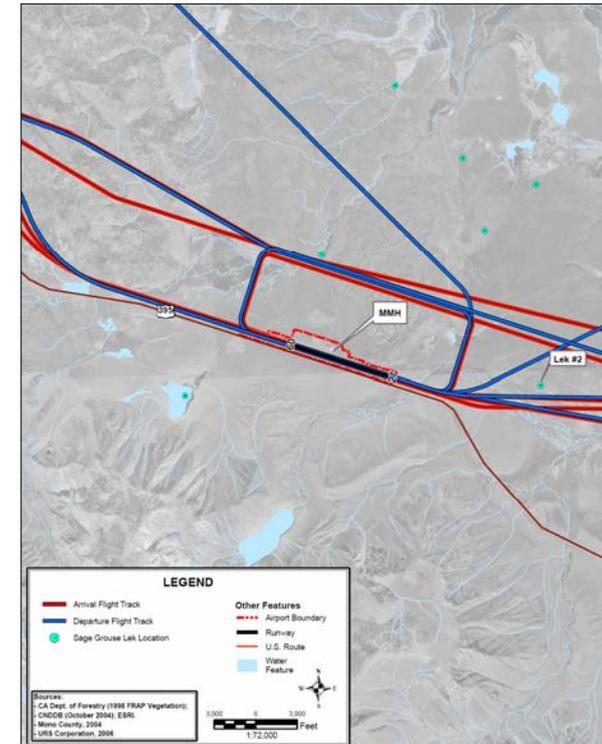
Pigmy Rabbit

### Impacts

No direct impact to habitat.

No significant indirect or secondary impacts.

Sage Grouse Noise Analysis



LEQ and LMAX Noise Levels at Sage Grouse Lek #2

Case	Latitude	Longitude	Elevation	Leq (dBA)	Lmax (dBA)
2005 Affected Environment	37.618039	-118.785262	6,837.9	43.4	93.8
2009 Winter NA	37.618039	-118.785262	6,837.9	47.1	93.8
2009 Winter PA	37.618039	-118.785262	6,837.9	47.2	93.8
2015 Summer NA	37.618039	-118.785262	6,837.9	45.1	93.8
2015 Summer PA	37.618039	-118.785262	6,837.9	45.2	93.8
2015 Winter NA	37.618039	-118.785262	6,837.9	47.6	93.8
2015 Winter PA	37.618039	-118.785262	6,837.9	47.9	93.8

# WATER QUALITY

**No Additional Paved Areas**

**Existing Wells Sufficient for Passenger Facilities**

**Wastewater to be Collected and Treated at Town Wastewater Treatment Plant**

## De-icing Operations

Uses existing facilities.

Run-off would be collected in existing basin and pumped to portable holding tank.

Used fluid disposed of at permitted facility.

# AIR QUALITY

## Air Pollutant Emissions for the No-Action and Proposed Action Alternatives

Source	Pollutant (tpy)				
	CO	VOC	NO <sub>x</sub>	PM <sub>10</sub> /PM <sub>2.5</sub>	SO <sub>2</sub>
<b>2009 No-Action Alternative<sup>1</sup></b>					
Aircraft	60.32	1.54	1.45	0.61	0.21
Ground Support Equipment	0.06	0.02	0.23	0.02	0.06
Motor Vehicles	1.71	0.07	0.31	0.01	<0.01
Fuel Storage and Deicing	--	2.80	--	--	--
<b>Annual Total (tpy)</b>	<b>62.09</b>	<b>4.43</b>	<b>1.99</b>	<b>0.64</b>	<b>0.27</b>
<b>2009 Proposed Action<sup>1</sup></b>					
Aircraft	60.45	1.54	1.78	0.63	0.24
Ground Support Equipment	4.60	0.18	0.34	0.02	0.06
Motor Vehicles	2.64	0.11	0.48	0.02	<0.01
Fuel Storage and Deicing	--	2.80	--	--	--
<b>Annual Total (tpy)</b>	<b>67.69</b>	<b>4.63</b>	<b>2.60</b>	<b>0.67</b>	<b>0.30</b>
<b>2015 No-Action Alternative<sup>2</sup></b>					
Aircraft	68.82	1.76	1.66	0.70	0.24
Ground Support Equipment	0.02	0.01	0.06	0.06	0.05
Motor Vehicles	0.84	0.03	0.16	0.01	<0.01
Fuel Storage and Deicing	--	2.80	--	--	--
<b>Annual Total (tpy)</b>	<b>69.68</b>	<b>4.60</b>	<b>1.88</b>	<b>0.77</b>	<b>0.29</b>
<b>2015 Proposed Action<sup>2</sup></b>					
Aircraft	69.44	1.76	3.15	0.81	0.38
Ground Support Equipment	20.67	0.76	0.69	0.09	0.11
Motor Vehicles	2.30	0.09	0.50	0.03	<0.01
Fuel Storage and Deicing	--	2.80	--	--	--
<b>Annual Total (tpy)</b>	<b>92.41</b>	<b>5.41</b>	<b>4.34</b>	<b>0.93</b>	<b>0.49</b>

<sup>1</sup> Emissions based on 13,801 annual aircraft operations for the No-Action Alternative in 2009; and on 14,249 annual aircraft operations for the Proposed Action in 2009.

<sup>2</sup> Emissions based on 15,451 annual aircraft operations for the No-Action Alternative in 2015; and on 17,483 annual aircraft operations for the Proposed Action in 2015.

Sources: EDMS Version 4.5; URS Corporation, 2006.

## Operational Emissions for the Proposed Action (tpy)

Alternative	PM <sub>10</sub>
2009 Proposed Action	0.03
2015 Proposed Action	0.16
<i>De minimis</i> Levels	<b>100</b>

## Operational Emissions Compared to the Great Basin Valley Air Basin Nonattainment Area Emissions (TPY)

Standard / Alternative	PM <sub>10</sub>	
	Tons per Year	Percent of Inventory
2010 Great Basin Valley Air Basin <sup>1</sup>	32,612	--
2009 Proposed Action <sup>2</sup>	0.03	<0.01
2015 Great Basin Valley Air Basin <sup>3</sup>	33,365	--
2015 Proposed Action <sup>2</sup>	0.16	<0.01

<sup>1</sup> Taken from the Emission Inventories for 2010 (the closest year to 2009 available) as published by the CARB on their website: <http://arbis.arb.ca.gov>. Data accessed August 10, 2006.

<sup>2</sup> Emissions associated with the Proposed Action are defined as: (Proposed Action emissions minus the No-Action Alternative emissions).

<sup>3</sup> Taken from the Emission Inventories for 2015 as published by the CARB on their website: <http://arbis.arb.ca.gov>. (Data accessed August 10, 2006.)

Sources: CARB Emission Inventories for PM<sub>10</sub> (2006); URS Corporation, 2007.



# SECONDARY / INDUCED IMPACTS

## Key Assumptions

Model based on additional spending associated with increased visitation.

All “enplanements” assumed to be additional visitors.

Resulting job opportunities include both full-time and part-time jobs.

Increased residents linked to increased job opportunities.

Distribution of jobs and residents based on historical trends and relationships.

## Population and Employment Forecasts for the No-Action and Proposed Action Alternatives for the Socioeconomic Study Area, 2009-2015

Year	Total Population		Total Full and Part-Time Employment		Impact of Proposed Action	
	No-Action	Proposed Action	No-Action	Proposed Action	Additional Employment	Additional Population
2009	32,973	33,225	23,284	23,460	176	252
2010	33,209	33,778	23,775	24,177	402	569
2011	33,446	34,507	24,266	25,026	760	1,061
2012	33,682	35,129	24,757	25,807	1,050	1,447
2013	33,919	35,476	25,249	26,393	1,144	1,557
2014	34,155	35,710	25,742	26,900	1,158	1,555
2015	34,391	35,927	26,235	27,393	1,158	1,536
<b>Average Annual Increase</b>	<b>236</b>	<b>450</b>	<b>492</b>	<b>656</b>	<b>---</b>	<b>---</b>

NOTE: 2005 Baseline Population = 32,117.

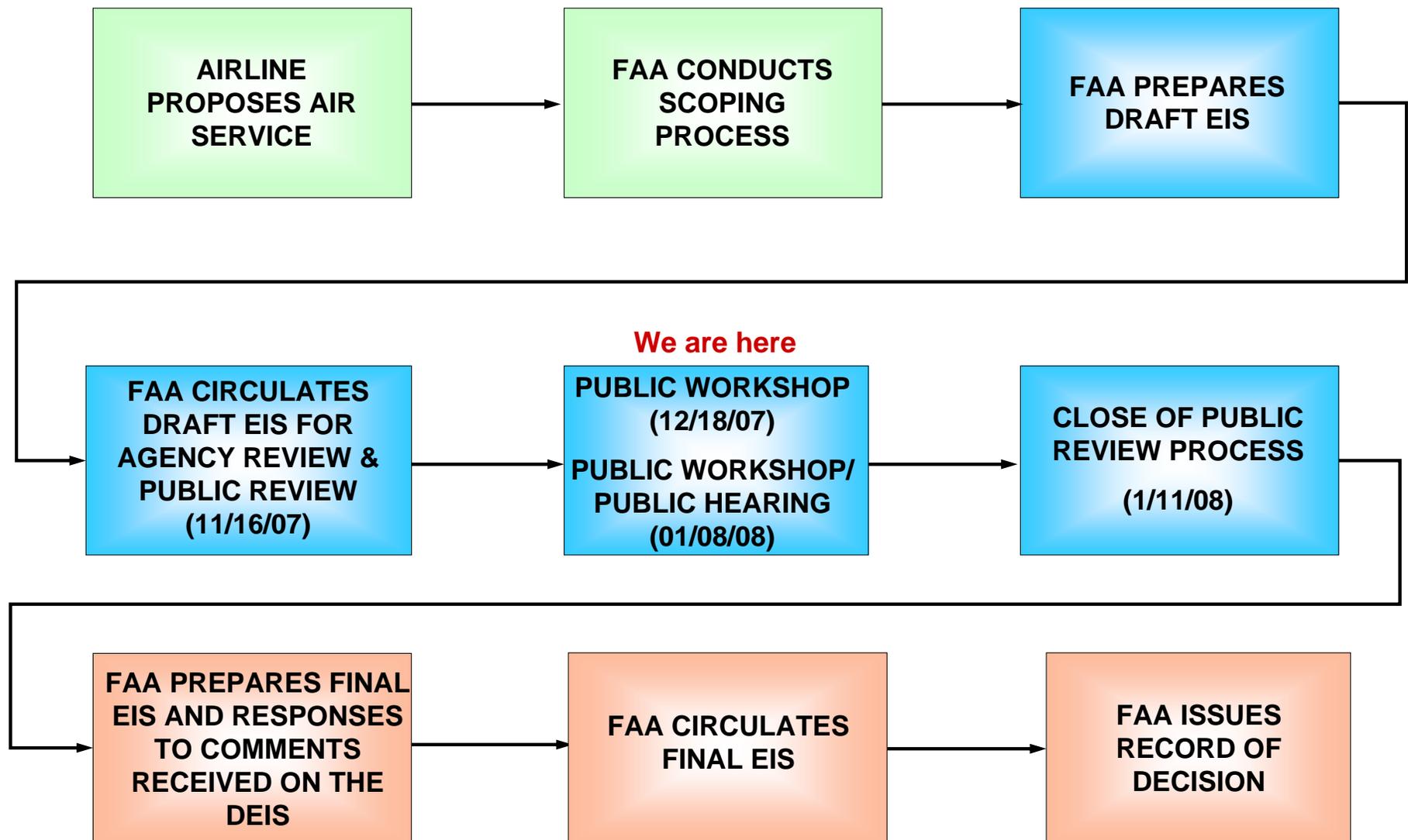
## Geographic Distribution of Socioeconomic and Development Impacts, 2009 and 2015

Subarea	2005	2009 No-Action	2009 Proposed Action		2015 No-Action	2015 Proposed Action	
			Incremental Change	Total		Incremental Change	Total
<b>Employment (full and part-time jobs opportunities)</b>							
Mammoth Lakes	5,576	6,170	50	6,220	6,952	332	7,284
Balance of Mono County	4,578	4,860	33	4,893	5,476	217	5,693
City of Bishop	2,327	2,513	19	2,532	2,832	122	2,954
Balance of Inyo County	8,953	9,740	74	9,814	10,974	487	11,462
<b>Total</b>	<b>21,433</b>	<b>23,284</b>	<b>176 (.76)</b>	<b>23,460</b>	<b>26,235</b>	<b>1,158 (4.41)</b>	<b>27,393</b>
<b>Population (resident people)</b>							
Mammoth Lakes	7,602	8,219	108	8,327	8,572	656	9,228
Balance of Mono County	5,935	6,011	37	6,048	6,269	226	6,495
City of Bishop	3,641	3,612	14	3,626	3,767	84	3,851
Balance of Inyo County	14,939	15,132	94	15,226	15,783	571	16,354
<b>Total</b>	<b>32,117</b>	<b>32,973</b>	<b>252 (.76)</b>	<b>33,225</b>	<b>34,391</b>	<b>1,536 (4.47)</b>	<b>35,927</b>
<b>Total Housing (units)</b>							
Mammoth Lakes	8,962	9,721	113	9,834	10,337	697	11,034
Balance of Mono County	4,248	4,568	51	4,619	4,857	304	5,161
City of Bishop	1,875	1,775	1	1,776	1,887	7	1,894
Balance of Inyo County	7,291	7,015	13	7,028	7,459	90	7,549
<b>Total</b>	<b>22,376</b>	<b>23,078</b>	<b>178 (.77)</b>	<b>23,256</b>	<b>24,540</b>	<b>1,098 (4.47)</b>	<b>25,638</b>
<b>Occupied Housing (units)</b>							
Mammoth Lakes	3,168	3,496	54	3,550	3,649	325	3,974
Balance of Mono County	2,576	2,807	38	2,845	2,930	242	3,172
City of Bishop	1,692	1,631	1	1,632	1,702	6	1,708
Balance of Inyo County	6,116	5,977	15	5,992	6,239	81	6,320
<b>Total</b>	<b>13,552</b>	<b>13,911</b>	<b>108 (.78)</b>	<b>14,019</b>	<b>14,520</b>	<b>654 (4.50)</b>	<b>15,174</b>
<b>Commercial Development (sf)</b>							
<b>Total</b>	<b>6,204,532</b>	<b>6,752,360</b>	<b>51,040 (.76)</b>	<b>6,803,400</b>	<b>7,608,150</b>	<b>335,820 (4.42)</b>	<b>7,943,970</b>

Note: Numbers may not add as a result of rounding. Numbers in parentheses are percent increase relative to No-Action Alternative levels for the same year.



# WHAT HAPPENS NEXT?



ORIGINAL

IN RE: DRAFT ENVIRONMENTAL )  
IMPACT STATEMENT REQUEST )  
FOR OPERATIONS SPECIFICATIONS )  
AMENDMENT BY HORIZON AIR TO )  
PROVIDE SCHEDULED AIR SERVICE )  
TO MAMMOTH YOSEMITE AIRPORT )  
\_\_\_\_\_ )  
)

TRANSCRIPT OF PROCEEDINGS OF PUBLIC HEARING

Mammoth Lakes, California

Tuesday, January 8, 2008

CAROL ANN NELSON  
Certified Shorthand Reporter  
P.O. Box 431  
June Lake, California 93529  
(760) 622-3701

Reported by:  
CAROL ANN NELSON  
CSR No. 6974

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IN RE: DRAFT ENVIRONMENTAL )  
IMPACT STATEMENT REQUEST )  
FOR OPERATIONS SPECIFICATIONS )  
AMENDMENT BY HORIZON AIR TO )  
PROVIDE SCHEDULED AIR SERVICE )  
TO MAMMOTH YOSEMITE AIRPORT )  
\_\_\_\_\_ )

Transcript of Proceedings of Public  
Hearing taken at 437 Old Mammoth Road,  
Suite Z, Mammoth Lakes, California,  
beginning at 4:05 p.m. and ending at  
6:41 p.m. on Tuesday, January 8, 2008,  
before CAROL ANN NELSON, Certified  
Shorthand Reporter No. 6974.

1 APPEARANCES:

2 CHUCK COX  
3 U.S. DEPARTMENT OF TRANSPORTATION  
4 FEDERAL AVIATION ADMINISTRATION  
5 NORTHWEST MOUNTAIN REGION  
6 FLIGHT STANDARDS DIVISION  
7 1601 Lind Avenue, S.W.  
8 Renton, Washington 98055  
9 (425) 227-2243

10 CAMILLE GARIBALDI  
11 ENVIRONMENTAL PROTECTION SPECIALIST  
12 SAN FRANCISCO AIRPORTS DISTRICT OFFICE  
13 FEDERAL AVIATION ADMINISTRATION  
14 AIRPORTS DISTRICT OFFICE  
15 831 Mitten Road, Room 210  
16 Burlingame, California 94010-1303  
17 (650) 876-2778, Ext. 613

18 INTERESTED PARTIES WHO VERBALLY ADDRESSED THE HEARING:

19 MIKE McKENNA  
20 THE SHEET  
21 P.O. Box 1173  
22 Mammoth Lakes, California 93546

23 MICHAEL JOHNSON  
24 P.O. Box 1592  
25 Mammoth Lakes, California 93546

1 Mammoth Lakes, California, Tuesday, January 8, 2008

2 4:05 p.m. - 6:41 p.m.

3

4 MR. COX: Hello. Welcome. Nice to see you out  
5 on this challenging day. My name is Chuck Cox. I'm the  
6 Regional Environmental Specialist for the Northwest  
7 Mountain Flight Standards Office and Flight Standards  
8 Division. I would like to welcome you to today's public  
9 hearing.

10 This proposal and hearing is based on Horizon  
11 Airlines proposing operation to provide air service into  
12 Mammoth Lakes Yosemite Airport and they've requested an  
13 authorization in their Operations Specifications to amend  
14 that to allow them to provide service into the airport.

15 Horizon Air would begin service with two flights  
16 a day from Los Angeles International Airport to the  
17 Mammoth Yosemite Airport using a Bombardier DHC 8-402  
18 known as the Q400 aircraft. The Q400 can seat up to 76  
19 people. I believe they have more like about 60 seats in  
20 their current one's configuration. The proposed air  
21 service would use existing runway and taxiway systems at  
22 Mammoth. No aircraft would be scheduled to remain  
23 overnight. And this airport as it exists is well within  
24 the capabilities of the aircraft.

25 The purpose of today's hearing is to obtain your

1 comments, written or verbal, on the adequacy of the  
2 alternatives and the information in the Draft  
3 Environmental Impact Statement which has been out for  
4 comment. No decision will be made today regarding the  
5 proposed action. We are here today to listen to what you  
6 have to say about the information in the Draft EIS.

7 I would like to turn some time over to Camille  
8 Garibaldi who has been helping to lead the team here  
9 working on the Environmental Impact Statement for Mammoth  
10 Lakes.

11 MS. GARIBALDI: Thanks, Chuck.

12 I'm Camille Garibaldi and I'm also with the FAA  
13 but out of the San Francisco Airports District Office in  
14 Burlingame.

15 To run down a little bit of history on the  
16 proposed project and environmental statement for that, the  
17 Draft EIS was prepared pursuant to the National  
18 Environmental Policy Act of 1969 and the Council on  
19 Environmental Quality's regulations and the FAA's  
20 environmental guidance which is FAA order 1050.1E Change  
21 1. The environmental document began with the publication  
22 of a Notice of Intent to prepare the EIS and that was  
23 published in the Federal Register in July of 2006. In  
24 August of 2006 we held a series of meetings with the  
25 public and agencies to gather input into the scope of the

1 environmental document. From there we conducted studies  
2 and we completed the studies and released a Draft  
3 Environmental Impact Statement in early November.  
4 December 18 and today we held public workshops so that we  
5 could provide the public an opportunity to ask questions  
6 about the analysis and it gives us an opportunity to  
7 provide some exchange of information.

8 The Draft was distributed for public review  
9 beginning on November 16, 2007 with a Notice of  
10 Availability formally being published in the Federal  
11 Register on November 23 of 2007. Both MAMMOTH TIMES and  
12 INYO REGISTER published that same Notice of Availability  
13 on November 22 and 23, respectively.

14 Following today's hearing, after the close of  
15 this hearing, we will close the comment period for this  
16 Draft EIS on January 11, 2008 at 5 p.m., which is this  
17 coming Friday. The FAA will consider all comments that it  
18 receives on the Draft, prepare responses to those  
19 comments, and revise the document as necessary. A Final  
20 EIS will be issued that will include the public comments  
21 that we received and the FAA's responses and that would be  
22 distributed out to the public as well. After release of  
23 the Final EIS, we will -- "we" being the FAA -- will make  
24 a decision regarding the proposed action, which is an  
25 Operation Specification Amendment for Horizon Air to

1 provide service to Mammoth. A decision will not be made  
2 today. A decision will be made after the Final EIS is  
3 released, and that decision would be documented in a  
4 Record of Decision which will be released and published as  
5 well.

6 For today's public hearing the procedures are  
7 going to be as follows: We're here, as Chuck said, to  
8 receive your comments. We're not here to provide  
9 responses at this forum or answer questions but we are  
10 here to listen to your comments regarding the proposal.  
11 Both written and verbal comments are treated the same. We  
12 do have comment forms available for those that do not want  
13 to speak verbally publicly and are not comfortable with  
14 that process. Those comments can be set in the box that's  
15 on the round table in the middle of the room. People  
16 wishing to provide comments, we'll collect speaker cards  
17 and we'll call you up by your name. Please identify  
18 yourself and your address for the court reporter who is  
19 taking those verbal comments down so that we can ensure  
20 that we have an adequate record of today's hearing.

21 We're due to be here until 7 o'clock this evening  
22 to give everybody an opportunity to speak. We'll wait  
23 until 7:00. Based on the number of people we have  
24 currently here, I don't expect it to take that long so we  
25 won't limit the duration of comments. We would ask that

1 you keep it to about ten minutes max, if possible, but I  
2 think we have plenty of time given it's 4 o'clock today  
3 and it doesn't look like we have enough people to have us  
4 run till 7:00 at this time.

5 Again, the comments on the Draft EIS are due by  
6 5 o'clock Pacific Standard Time on Friday, January 11.  
7 Today's hearing is, again, scheduled to run until  
8 7 o'clock. If we need to stay beyond that point if more  
9 people come later in the afternoon, we will do so.

10 As we get started we ask that you turn off your  
11 cell phones or pagers so that those that are speaking will  
12 not be interrupted.

13 And from there I would say Jerri, do you have any  
14 speaker cards? Is there anybody here wishing to provide  
15 verbal comments? Okay. You can go beyond ten minutes  
16 since we have no takers.

17 Okay. Again, we'll -- we'll wait and provide  
18 some opportunity as folks come in.

19 MR. COX: We do not have control of the weather.  
20 The dates chosen for these public meetings have nothing to  
21 do with weather. We have no control over that. We do  
22 appreciate the people coming out, those of you that have  
23 come to participate, so we will see who comes up.

24 MS. GARIBALDI: It's greatly appreciated. Okay.  
25 (Off the record awaiting interested parties.)

1 MR. McKENNA: Hi. My name is Mike McKenna. I'm  
2 a Mammoth resident and I'm a local writer for a paper  
3 called THE SHEET and my question is just weather related.

4 How much consideration has the FAA given to days  
5 like today when we've had six feet of snow and previous  
6 days we get a few more inches than today and if there's  
7 any special considerations for this? Will Bishop get more  
8 air traffic? And if that's the case, will we have issues  
9 with cancellations? Mammoth is obviously unique. I don't  
10 know how many other airports get six feet of snow over the  
11 course of a weekend. Thank you.

12 MS. GARIBALDI: Thank you very much.

13 MR. COX: Can we get your name and address?

14 MR. McKENNA: Do you want me to write it down?

15 MS. GARIBALDI: Yes, that would be great.

16 MR. COX: Seeing how there is no one here to make  
17 a comment, we are going to recess the public hearing  
18 portion of this until we have somebody who wants to make a  
19 comment and that way we can go off the record for a little  
20 while.

21 MS. GARIBALDI: So we will continue with the  
22 public workshop type format.

23 MR. COX: I've got 4:20 using that clock and we  
24 are recessed.

25 (Off the record awaiting interested parties.)

1 MR. COX: We would like to go back on the record  
2 here and resume the hearing. We have a speaker,  
3 Mr. Michael Johnson.

4 If you could come up and make your comments.

5 MR. JOHNSON: Okay. Can I have a quick minute  
6 here?

7 MS. GARIBALDI: Sure.

8 MR. COX: Sure.

9 MR. JOHNSON: Okay?

10 MR. COX: Absolutely.

11 State your name.

12 MS. GARIBALDI: If you could provide your name  
13 and address, that would be helpful.

14 MR. JOHNSON: Okay. My name is Michael Johnson.  
15 I have a mailing address of P.O. Box 1592, Mammoth Lakes,  
16 93546 of course.

17 I'd like to -- Is this Mr. Cox I'm addressing,  
18 first of all?

19 MR. COX: Yes, I'm Mr. Cox.

20 MR. JOHNSON: Okay. And you're a representative  
21 of the FAA?

22 MR. COX: Yes.

23 MR. JOHNSON: Okay. I just want to make sure who  
24 I was addressing here.

25 MR. COX: Okay.

1 MR. JOHNSON: I'd like to speak about the  
2 potential impacts of the aircraft flying over the  
3 wilderness area that we know as the John Muir Wilderness  
4 in this case and air service could probably resume in  
5 December of this year.

6 MR. COX: The John Muir?

7 MR. JOHNSON: Correct.

8 MR. COX: Okay.

9 MR. JOHNSON: It's a federally designated  
10 wilderness by Congress back in 1964 to be exact.

11 The potential for that area to be impacted in the  
12 summer of 2012 in a visual way is somewhat real in this  
13 case in the fact that it could -- it can be seen by a  
14 number of people that are visiting that area during the  
15 summer months from about May through October yearly.  
16 They -- They backpack, fish, hike, camp back in that area,  
17 photograph. A lot of activity goes on back there. And  
18 traditionally in the past I'd say about 50-some years  
19 now -- That's a rough estimate -- since jet aircraft were  
20 introduced and have flown over California in this area,  
21 aircraft fly at about 30,000 feet and above, what we call  
22 the Modesto Fly Away which points east in the United  
23 States and all the way to California towards the Bay Area  
24 and points in that zone.

25 Anyway, historically aircraft have flown over

1 there back and forth many times every day during the  
2 summer notably when people are back there. You can see  
3 the aircraft when you're out there in the areas camping,  
4 when you're climbing on the mountain peaks you can see  
5 them quite clearly at 13,000 feet when you're standing on  
6 the rocks up there. Now we're introducing possibly the  
7 proposed air service that you're suggesting here, the  
8 Bombardier Q400, at an altitude of 24,000 feet, okay,  
9 which is the suggested flight altitude when it passes over  
10 the wilderness area near Paiute Pass which is just east  
11 of -- Excuse me -- just west of Bishop. This historically  
12 hasn't happened in the past. There may have been flights  
13 in that area all the time from commercial aircraft, which  
14 we know is true, but now the new aircraft will fly 6,000  
15 feet lower and will be visible just as the aircraft are  
16 now only closer.

17 The noise of which I don't know the impacts of  
18 that. I don't have facts and figures of that. However,  
19 the sight of these aircraft to the people who are visiting  
20 that area is a very real possibility in the summer months  
21 starting 2012, if this does happen. It's that much more  
22 that is going to impact that area, the wilderness area  
23 east of Bishop -- Excuse me -- west of Bishop.

24 MR. COX: You're talking impact as --

25 MR. JOHNSON: Impact as in visual impact.

1 MR. COX: -- in detracting from the appreciation  
2 of the natural beauty of the area?

3 MR. JOHNSON: Correct. Correct.

4 Now, I obviously can't speak for the hundreds of  
5 backpackers that are back there every summer. I happen to  
6 know they go there because I'm an employee who issues the  
7 permits for these people to go back there. They do visit  
8 the area quite frequently, especially during the summer.  
9 They disregard the commercial aircraft. We don't  
10 generally hear complaints about that. However, the new  
11 aircraft now which is about to -- well, could possibly  
12 take place, of course, this is something that historically  
13 hasn't happened in the past at this -- at this type of  
14 level of service during the summer. There also have been  
15 uses of other aircraft in that area, recreation aircraft,  
16 light aircraft which we call Cessnas, and military  
17 aircraft, the F-18 Hornets from China Lake, Lemoore and  
18 Fallon, which I call "the golden triangle." Those are  
19 very, very disturbing in that area but those have nothing  
20 to do with the current hearing, I understand --

21 MR. COX: Yes.

22 MR. JOHNSON: -- but this is what's occurred in  
23 the past.

24 But now we're introducing commercial air service  
25 during the summer months in 2012 in this area over the

1 wilderness, the John Muir Wilderness, and possibly the --  
2 the Ansel Adams Wilderness just south of Yosemite if  
3 commercial air service begins in the Bay Area years down  
4 the road.

5 I guess what I'm saying is the possibility of  
6 impacts in the far future, five years or more down the  
7 road, as far as visual impacts, it could -- it could  
8 detract from some people's experience in the wilderness,  
9 it could. I'm not saying that it will, but there's a good  
10 possibility that seeing this aircraft at a newer altitude  
11 lower than what we've seen in the past 50 years from  
12 commercial jet aircraft, at 6,000 feet lower than 30,000  
13 foot height, it's -- basically you're going to see  
14 aircraft that much better than you could see the current  
15 aircraft that you see nowadays. So it's not necessarily a  
16 bad thing. And, of course, your studies that the URS  
17 Corporation have shown no significant impacts to wildlife  
18 or endangered species. However, I'm suggesting that the  
19 possibility of the people that are back there recreating  
20 may be impacted somewhat, somewhat, not negatively but not  
21 positively, either.

22 And the other thing I wanted to say -- I'm not  
23 sure if I have a time limit here -- is anybody monitoring  
24 the -- the takeoff patterns from Mammoth Yosemite Airport  
25 on departure if the winds were traveling the other

1 direction and they had to fly over Mammoth, if they had to  
2 turn into the wind because the winds were that strong?  
3 These are probably rare occurrences. I've been told at  
4 the last hearing, public workshop, that the aircraft will  
5 always turn east if they had to take the flight pattern  
6 towards the Bay Area if Bay Area service was proposed in  
7 the future. If the aircraft were turning east, it would  
8 be no problem, however sometimes the wind will be so  
9 strong that they couldn't make that turn and they would  
10 have to fly over town. I don't know if anybody is  
11 monitoring that, any kind of agency or the local airport  
12 personnel are doing that. It's something to think about.  
13 So --

14 MR. COX: Okay.

15 MR. JOHNSON: -- that's basically all I had to  
16 say. Thank you for your time.

17 MR. COX: Okay. Very good. Thank you.

18 MS. GARIBALDI: Thank you very much.

19 MR. JOHNSON: Oh, I had a question about the  
20 comments. Do they go out directly -- Does anybody  
21 know? -- the written comments?

22 MS. GARIBALDI: What does that mean?

23 MR. JOHNSON: If I submit them in the box?

24 MS. GARIBALDI: That's perfect. As I mentioned  
25 earlier, written comments are treated as the same as

1 verbal comments --

2 MR. JOHNSON: Okay.

3 MS. GARIBALDI: -- so the FAA's process is when  
4 the hearing closes today, the end of the comment period is  
5 Friday, January 11, we will then take the comments and  
6 consider all of them thoroughly. We will write responses  
7 to those comments and they'll be found in the Final EIS  
8 when it's issued --

9 MR. JOHNSON: Okay.

10 MS. GARIBALDI: -- so you'll see the comments and  
11 the responses with the final document.

12 MR. JOHNSON: Thank you.

13 MS. GARIBALDI: You're welcome.

14 MR. COX: Thank you for your comments.

15 Is there anyone else that has a comment?

16 Okay. Let's go back into recess. I have 5:50 --  
17 4:50. I'm sorry. 4:50.

18 (Off the record awaiting interested parties.)

19 MS. GARIBALDI: The public hearing portion is  
20 complete and no one here chose to make any additional  
21 comments. The time is 6:41 p.m.

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I, the undersigned, a Certified Shorthand  
Reporter of the State of California, do hereby certify:

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That the foregoing proceedings were taken before  
me at the time and place herein set forth; that any  
witnesses in the foregoing proceedings, prior to  
testifying, were placed under oath; that a verbatim record  
of the proceedings was made by me using machine shorthand  
which was thereafter transcribed under my direction;  
further, that the foregoing is an accurate transcription  
thereof.

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15

16

I further certify that I am neither financially  
interested in the action nor a relative or employee of any  
attorney of any of the parties.

17

18

19

IN WITNESS WHEREOF, I have this date subscribed  
my name.

20

Dated: 1-22-08

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22

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24

25

Carol Ann Nelson  
CAROL ANN NELSON  
CSR No. 6974