

**AGENCY INFORMATION WORKSHOP AND COMMENT MEETING
ENVIRONMENTAL ASSESSMENT**

Proposed Airport Land Lease and Airport Construction, Pahrump Valley General Aviation Airport, Pahrump, Nevada
Bob Ruud Community Center ■ March 20, 2009 ■ 1:00 p.m. - 3:00 p.m.

NAME (Please Print)	AGENCY	ADDRESS/TELEPHONE/EMAIL
Rob Roberts E.D.	NCSD	484 S.W. ST Pahrump NV 89041 (725) 209-3916
Tucker Field	Clark County DOA	702-261-3130 tuckerf@mccarran.com
STAN DAVIS	CALVADA AIRPARK ASSN	PO BOX 1475 Pahrump 89041 751-0929
Tom MILLER	Nellis AFB Airspace Management	4450 TYNDAL AVE STE 206C 702 652 3309
Todd Lobato	"	" 702 652 7891
JULIEANN Dwyer	Nellis AFB NEPA	702-652-6334
Bill Thompson	NDOT - Aviation	1263 S. Stewart St CC, NV 89712 775 888 7354 bthompson@DOT.STATE.NV.US
Rak O'Dome	NYE Co.	401 S. Fremont 775-751-7075
ERIC GLICK	NDOT	1263 S STEWART ST CARSON CITY NV 89712 775-888-7464
Kyle WALTON	NYECO PLANS	250 N HWY 160 SUITE 1 775-751-4033
Mary Halle	NYE county	250 N Hwy 160 Suite 1 727 3169
ED. WHEELER		PO BOX 1194 PAHRUMP NV. 89041
Kelly Stivers	Self	4740 S. Vicki Ann Rd. Pahrump, NV 89048 (702) 884-6691

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NAME (Please Print)	AGENCY	ADDRESS/TELEPHONE/EMAIL
Judith Holmgren	self	1791 Appaloosa Ln, Pahrump, NV 89060 775-727-1119
ALLAN PARKER	RNDC/EDEN	ALPARKSL@RNDONV.ORG 1301 S. Hwy 160, 2 ND FL., PAHRUMP, NV 89048 775 751-1947
Kathleen Sprawl	BLM	4701 N-TORREY PINES DR., LAS VEGAS, NV 89130 702-515-5055
Dicky Parker	TOP	2561 ZUNI, PAHRUMP, NV 89048 751-5507
Ron Kent	AA's Office	1521 E. Basin Ave Pahrump 89048 751-7080
Wendy Seley	BLM	4701 N. Torrey Pines Dr. LV, NV 89130 702-515-5092
CHARLIE GRANDA	Town	2218 N. BALZAR ST. PAHR NV 89060 775-727-3260
Deck Schmidt	Aries Consultants	16035 Caputo Dr. Suite C, Morgan Hill, CA 408-7795776
JOHN SANDERS	ARIES CONSULTANTS	16035 CAPUTO DRIVE, SUITE C, MORGAN HILL, CA 95037 Aries-Consultants@msn.com 408-779-5776
Doug Pomeroy	FAA	831 Mitten Road - Room 210 Burlingame, CA 94010 650-876-2778 ext 612
William A Kohberger	TOP	400 N. Hwy 166 Pahrump, NV 89060 775-727-5109 ext 505

COMMENT SHEET

AGENCY INFORMATION WORKSHOP AND COMMENT MEETING

March 30, 2009

1:00 p.m. – 3:00 p.m.

Bob Ruud Community Center, 150 North Highway 160, Pahrump, Nevada

PROPOSED AIRPORT LAND LEASE AND AIRPORT CONSTRUCTION PAHRUMP VALLEY GENERAL AVIATION AIRPORT PAHRUMP, NEVADA

COMMENTS:

I WILL BE HAPPY TO SEE THE DAY
WE GET AN AIRPORT IN PAHRUMP,
HOPEFULLY WE CAN START A CAP
AT PHS, AND INTRO TO AVIATION
CLASSES AND GROUND SCHOOLS AT
THE HIGH SCHOOL.

R

Name:

DR Rob Roberts

Organization:

NYE COUNTY SCHOOL DIST

Address:

484 S WEST ST

Pahrump

SUBMIT WRITTEN COMMENTS BY APRIL 20, 2009 TO:

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, California 94010

COMMENT SHEET

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Bob Ruud Community Center, 150 North Highway 160, Pahrump, Nevada

PROPOSED AIRPORT LAND LEASE AND AIRPORT CONSTRUCTION PAHRUMP VALLEY GENERAL AVIATION AIRPORT PAHRUMP, NEVADA

COMMENTS:

Will the new airport be considered
as a "reliever airport" for other
large airports?

Name:

Rick Osborne

Organization:

NVE Co

Address:

*501 S. Frontage
Pahrump, NV*

SUBMIT WRITTEN COMMENTS BY APRIL 20, 2009 TO:

**Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, California 94010**

**PUBLIC INFORMATION WORKSHOP AND COMMENT MEETING
ENVIRONMENTAL ASSESSMENT**

Proposed Airport Land Lease and Airport Construction, Pahrump Valley General Aviation Airport, Pahrump, Nevada
Bob Ruud Community Center ■ March 20, 2009 ■ 7:00 p.m. – 9:00 p.m.

NAME (Please Print)	ADDRESS/TELEPHONE/EMAIL
WARNER OWENS	891 E. Mt. Charleston Dr. S, PAHRUMP 89048 775-751-5749
Green Lee	PO Box 1733 513 4700
Kenny Bent	Box 5339 89041 702 480 0861
Kelly Stivers	4740 S. Vicki Ann Rd. Pahrump, NV 89048 (702)884-6691
Wendy Seley	4701 N. Torrey Pines LV, NV 89130
KATHLEEN SPRAWL	4701 W. Torrey Pines Dr., LV, NV 89130
Barbara Elliott	1931 N. Royal Ave 89060 751-8198
Kathy Welsh	" " " " " "
PEARL WEST	PO Box 9466 PAHRUMP, CA 89060
MICHAEL SCACCIA	PO Box 9466 PAHRUMP, CA 89060
CINDY SAUFORD	P.O. Box 3278, 89041
LARRY SAUFORD	P.O. Box 3278 89041
* CHARLES GICE	2360 N. Linda St. PAHRUMP 89060

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Bob Ruud Community Center ■ March 20, 2009 ■ 7:00 p.m. – 9:00 p.m.

NAME (Please Print)	ADDRESS/TELEPHONE/EMAIL
Bill Dawson	3220 EASY ST. PAHRUMP, NV
Barbara Dawson	" " " " " "
Donald R Cox	P.O. Box 1790 #38 PARUMP NV
RON SAVAGE	2650 E- GERTRUDE WAY, PAHRUMP 89060
Kim Clendenen	2280 N. Kittyhawk Pv. Nev 89060
Betch Clendenen	2280 N. Kittyhawk Pah. Nev 89060
John Crilly	1471 HAYS ST PAH NV 89060
Brian Fickett	820 Kathryn Ave Pahrump NV 89060
Ralph Wade	P.O. Box 6582 Pahrump NV 89041
Jayson Barangan	4701 N. Tony of Pines, LV, NV 89130
Tom ZUCCHERO	PAHRUMP, NV. 89041
CATY ZUCCHERO	" " " " " "
FELTON JOSHUA, SR.	P.O. Box 2360, PAHRUMP NV 89041

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NAME (Please Print)	ADDRESS/TELEPHONE/EMAIL
JOHN MERTZ	3315 W. Betty Ave Pahrump NV 89060
William Pablou	2400 Ave of the Stars 89060
Margo Pablou	2400 Ave of the Stars 89060
Deanna Domet	171 North Linda 89060
Darbie O'Donnell	171 N Linda 89060
Jim Callahan	4430 Grissom Ave Ste 206c Nellis AFB NV 89191
LARRY/Kynthia Jones	PO Box 9161 Pahrump NV 89060
MARK WAITE	2160 E Calveda Blvd.
Judith Holmgren	1791 Appaloosa Ln, Pahrump, NV 775-727-1119
Smith	1810 N. MURPHY Pk (PART TIME RES.)
Amy + Bill Richter	1470 N HAYS Pahrump NV 89060 702 622 7397
FRED tam	1671 GRETA BLVD - 751 9894
Jeff Bobeck	5091 Sumner Court Pahrump, NV 89061

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NAME (Please Print)	ADDRESS/TELEPHONE/EMAIL
Gary Vanzyle,	3120 East Dandelion ST
PAT KERRY	50 EMERY STREET #328 PAHRUMP NV.
GORDY JONES	1120 BRIDGER ST PAH. NV.
Rolt Ross	
ROBERT HANSON	2401 XENIA AVE. 910-1338
MARGERY ANN BEHRENS	2401 XENIA AVE 9109159 margerykang@msn.com
Diane Spencer Sam	2531 Helicopter
Elfi Wittig	2531 Helicopter elfi_wittig@msn.com
Diane & Phil Hider	580 Antelope Ave 89060
LINN JONES	1120 BRIDGER 89048
Charlie Grandt	2218 N BALCAN ST. PAH NV 89060 ⁷⁷⁵⁻⁷²⁷⁻³²⁶⁰
Nancy Lord	1970 N Leslie No 220 89060
STAN DAVIS	775-751-0929 89041 CALVADA AIRPARK ASSN. PO Box 1475 PAHRUMP, NV

**PUBLIC INFORMATION WORKSHOP AND COMMENT MEETING
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Bob Ruud Community Center ■ March 20, 2009 ■ 7:00 p.m. – 9:00 p.m.

NAME (Please Print)	ADDRESS/TELEPHONE/EMAIL
DAVID STEVENS	P.O. Box 2948
Mike DARBY	PO Box 2683 Pahrump NV
Troy Steiger	4280 E Bridger St Pahrump NV 89061

**PUBLIC INFORMATION WORKSHOP AND COMMENT MEETING
ENVIRONMENTAL ASSESSMENT**

**Proposed Airport Land Lease and Airport Construction, Pahrump Valley General Aviation Airport, Pahrump, Nevada
Bob Ruud Community Center ■ March 20, 2009 ■ 7:00 p.m. – 9:00 p.m.**

NAME (Please Print)	ADDRESS/TELEPHONE/EMAIL
WILLIAM A. KOHBARGER	TOWN OF PAHRUMP
DOUG POMEROY	FAA
DICK SCHMIDT	ARIES CONSULTANTS LTD
JOHN SANDERS	ARIES CONSULTANTS LTD

COMMENT SHEET

PUBLIC INFORMATION WORKSHOP AND COMMENT MEETING

March 30, 2009

7:00 p.m. - 9:00 p.m.

Bob Ruud Community Center, 150 North Highway 160, Pahrump, Nevada

PROPOSED AIRPORT LAND LEASE AND AIRPORT CONSTRUCTION PAHRUMP VALLEY GENERAL AVIATION AIRPORT PAHRUMP, NEVADA

COMMENTS:

- ① How much money will it cost the town of Pahrump + maintenance fees
- ② How long will it take to recoup the money
- ③ Will dead air planes be sitting there instead of ARIZ OR McCarran
- ④ What will you do with the misplaced wildlife
- ⑤ Are the runways concrete or asphalt
- ⑥ How many jobs will be created

Name: Amy Riches

Organization: _____

Address: 1470 N HAYS

PAHRUMP NV 89060

702-622-7397

SUBMIT WRITTEN COMMENTS BY APRIL 20, 2009 TO:

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, California 94010

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SCOPING COMMENTS REGARDING
ENVIRONMENTAL ISSUES OF CONCERN
ENVIRONMENTAL ASSESSMENT
FOR
PROPOSED AIRPORT LAND LEASE AND AIRPORT CONSTRUCTION
PAHRUMP VALLEY GENERAL AVIATION AIRPORT
PAHRUMP, NEVADA

REPORTER'S TRANSCRIPT OF COMMENTS

On Monday, March 30, 2009
At the Bob Ruud Community Center
Pahrump, Nevada
7:00 p.m.

Reported by: Deborah Ann Hines, CCR #473, RPR

1 DONALD COX, SR.: P.O. Box 1790, Number 38,
2 that's my address. My physical address is 4461
3 Capricorn, Pahrump, Nevada. My post office box Zip
4 code is 89041.

5 I'd like to know why the town manager didn't
6 announce this on his show tonight, Town of Pahrump.
7 He had it just before you guys opened your doors and
8 he didn't announce this to nobody that this meeting
9 was going on, and he had a perfect opportunity to do
10 so. Him and the town manager, Mr. Dolan, was on that
11 show, and neither one of them brought it up.

12 He should have brought it up and showed this
13 map and these people would have been here. The
14 people across the street on Gamebird didn't know this
15 meeting was going on tonight. They will know about
16 the next one because I'm going to tell them.

17 I belong to the Concerned Citizens for a
18 Safe Community and that's the reason these people are
19 here tonight, we called them, 200 people today, but
20 it's such a late notice everybody couldn't get here.

21 I'll confront him at the town board meeting
22 why he didn't do this. I mean, this was a perfect
23 opportunity for that man.

24 JOHN CRILLY: 1471 Hays Street, Pahrump,
25 Nevada 89060. I am a member of concerned people of

1 Pahrump, Concerned Citizens of Pahrump.

2 I live about three and a half miles from the
3 end of that runway due north, so people will be
4 taking off right over me and landing. And, I mean,
5 if I lived, if I moved into a place where an airport
6 was, I would have no complaints, but if I'm living
7 there and somebody wants to build an airport next to
8 me, I've got a chance and that's why I'm complaining.

9 Also, I would like to know why nobody was
10 asked about this to begin with in the community
11 before they even started the project. I mean, it
12 seems to me that they're spending a lot of federal
13 money here for a boondoggle for no reason. I don't
14 see a purpose for the airport in Pahrump, except
15 maybe to satisfy a few people.

16 Environmentally I could care less about
17 animal damage and stuff like that. It doesn't bother
18 me. I'm worried about the environmental, the human
19 population of this area, the damage that we're going
20 to undergo for no damn reason except for somebody
21 wants an airport.

22 I just don't see it. And with the airport
23 controls, air traffic control system is so antiquated
24 right now, it needs repairs. And the FAA I think
25 should be spending money on repairing the air traffic

1 control system instead of building an airport in
2 Pahrump, in my opinion.

3 JIM CALLAHAN: 4430 Grissom Avenue, Nellis
4 Air Force Base, air space management office. I am
5 the air space manager. I am here in that capacity.
6 I would like to be a cooperating agency. My phone
7 number is (702)652-6490.

8 CYNTHIA JONES: And my husband is Larry.
9 P.O. Box 9161, Pahrump, Nevada 89060. We moved out
10 here to be rural. And I'm not for the airport
11 because I know that's going to bring a lot more
12 people out here and more noise. And it's going to
13 take up a lot of the public land that we have for
14 riding our horses. And all we have is problems with
15 the BLM that's rounded up all of our herds here in
16 Nevada and they're being taken overseas to slaughter.

17 So I'm definitely not for this airport. I'd
18 like for this place to stay rural. That's why we
19 moved down here, to enjoy the peace and quiet. It's
20 a rural atmosphere and we have enough land for our
21 animals.

22 That's all I wanted to say. You know,
23 because God created this land for us. We should have
24 enough for the animals. And if we make this an
25 airport, it's going to turn into another Las Vegas.

1 Because we owned land out at Blue Diamond years ago,
2 and I remember this when nobody even knew this town
3 was even out here. And a lot of people enjoy the

4 freedom. They enjoy the stars. They enjoy the land
5 out here. They enjoy having their animals out here.
6 That's going to be taken away.

7 JUDY HOLMGREN: 1791 Appaloosa Lane,
8 Pahrump, Nevada 89060. I am looking at the master
9 plan, the Pahrump Valley Airport Master Plan, and I
10 am making reference to paragraph 1.3.1, which is
11 called Aviation Activity Forecasts. Now I'll just
12 read one of them. It says, Based aircraft are
13 forecast to be 40 aircraft by 2010.

14 The vast majority of aircraft in Pahrump are
15 owned by the Calvada Meadows Aeropark Association.
16 They are a property association which is zoned for
17 aircraft, and just about all the aircraft in Pahrump
18 are owned by this association. They have their own
19 airstrip and their own board of directors. And they
20 will not be basing their aircraft at the airport.
21 And I know that because I contacted them this morning
22 to ask if they would be basing any aircraft at the
23 municipal airport, or the proposed airport. They
24 said no.

25 So I want to know where the projected or
6

1 forecasted 40 aircraft that they are talking about in
2 this document are coming from, which they expect to
3 be based at the proposed airport.

4 Now, the next thing, there's a next

5 paragraph is called Annual Aircraft Operations. And
6 I spoke to Mr. Schmidt, who is with Aries Limited,
7 and he told me that an aircraft operation was a take
8 off, a landing or a touch and go. This is where the
9 plane comes in, touches and takes off again, a touch
10 and go it's called.

11 Now, they say that they were going to have
12 13,600 annual operations in 2010. Okay, this will be
13 as soon as the airport is opened. And that amounts
14 to about 37 operations a day. Now, of course by 2025
15 they expect to have 31,500 operations a day, which is
16 86 operations a day. Now, that's one category.

17 Another category is what they call air taxi
18 operations. Now, Bill Thompson of the Department of
19 Transportation earlier today defined air taxi
20 operations as like an unscheduled flight where a
21 private pilot will take the individual. If someone
22 has missed their scheduled flight, sometimes they can
23 get a private person to fly them, you know, if it's
24 an urgent matter. So that's what an air taxi
25 operation is, according to him.

7

1 Now, it says here they have a forecast of
2 1400 annual operations in 2010, okay, which is four
3 flights, in other words four flights of air taxi
4 service a day. And I wondered, because this is 2009,
5 who is going to be providing any kind of air taxi

6 service which is going to give four flights a day?

7 And then lastly they say general aviation
8 operations are forecast to increase from 12,200
9 annual operations in 2010 to I think 28,000 annual
10 operations in 2025. But once again if you're looking
11 at 12,200 annual operations, that's 33 operations per
12 day.

13 So what we have is the sum of 37 operations
14 plus four operations plus 33 flight operations per
15 day. And I want to know what aircraft are going to
16 be performing this and where are these aircraft
17 coming from to the proposed airport if all the
18 Pahrump aircraft are tied up in the Calvada Meadows
19 Aeropark?

20 I have the budget here, and I'll just look
21 at it. It says the total capital improvement
22 program, and this is on page 6-4 in the same
23 document, this is the total, 33,746,000. The FAA is
24 going to give us 25,535,075, and the town of Pahrump
25 has to kick in 8,310,925.

8

1 So over this period from 2010 to 2025 the
2 town is going to have to contribute that \$8 million.
3 And in phrase one, okay, phase one is just as the
4 airport opens, the town is going to have to kick in
5 \$1,509,950. I want to know where the town is getting
6 this money.

7 BILL RICHES: 1470 North Hays, Pahrump,
8 Nevada 89060. I'm dead set against the airport. I
9 think it's totally unnecessary. I don't think
10 there's enough aviation interest in this valley to
11 warrant what I'm told is 17 to \$19 million.

12 I don't look forward to the noise. I moved
13 here because there was no airport, there was no
14 railroad station, there was no big business, etc.,
15 etc., etc.

16 Now, I know there are people here who need
17 jobs and I wouldn't argue with that. That's two
18 sides of the coin. But my objection to it is 17 to
19 \$19 million on phase one. That's government money.
20 And I don't care the source of that government money,
21 whether it came from income taxes, sales taxes,
22 airline ticket taxes, etc., etc., it's government
23 money. They spend \$17 million or \$19 million on an
24 airport that from what I hear most, if not nobody
25 wants, except those whose idea it is, when that money

9

1 could go to feed some children or house some
2 homeless, etc., etc., etc.

3 I think it's poor. I think it's a waste. I
4 think Pahrump accepts this airport then we, and we
5 being Pahrump, have no right to object to money
6 squandered anywhere else in the country by the
7 government.

8 TROY STEIGER: 4280 East Bridger Street,
9 Pahrump, Nevada 89061. I disagree with this airport
10 in Pahrump. I believe it's just to feed the
11 warehouses that are out here so people can fly in
12 from Las Vegas and have easier access to the
13 warehouses.

14 This is really an inconvenience on the
15 people that live nearby. And it's noise pollution at
16 night. This is why we live in Pahrump is because we
17 like to step outside, look at our stars. We don't
18 want to hear a bunch of airplanes and helicopters
19 flying in to drop these high rollers off so they can
20 use the Chicken Ranch and fly back into Las Vegas to
21 do their gambling.

22 Are there going to be flights coming and
23 going 24 hours a day? As is the hospital is
24 centrally located and we can hear the helicopter
25 bringing patients to the hospital. I live much

10

1 closer to this proposed airport than I do the
2 hospital.

3 This is just going to be an inconvenience on
4 the people and the land. We can find better uses for
5 this land. Why not locate it near the existing
6 Calvada Meadows Aeropark or near the proposed prison?
7 If you want it on the south side of town, why not
8 locate it on the east side of Highway 160? Any of

9 those locations would have less impact on homeowners.
10 Your proposed location is on land where we ride our
11 horses, our ATVs, shoot and hunt and all kinds of
12 activities.

13 I really disagree with this airport. I
14 don't think Pahrump should have to pay to rent the
15 access road land or even the land that the airport is
16 being built on because I don't see it helping Pahrump
17 at all. Apparently the majority of the community
18 couldn't use it, it's only for someone who owns a
19 plane, unless you can afford to charter one
20 privately.

21 They say it will bring in business. Well,
22 it didn't do that when they built the airport in
23 Jean, Nevada. They're giving us excuses that doctors
24 can fly in to do surgery. The hospital isn't even
25 equipped to deliver a baby.

11

1 What will be done to protect the native
2 species to the area, particularly the Desert
3 Tortoise? The proposed location is in a flood plain.
4 How will the flooding issue be addressed and what
5 impact will that have on surrounding homes when water
6 runoff is diverted away from the airport?

7 What will be done for noise abatement? Will
8 there be a fire station nearby in case of accident or
9 a fuel tank erupting, and who will have to pay for

10 that? With the recent spate of small plane crashes
11 around the North Las Vegas Airport, what will be done
12 to ensure surrounding homeowners will be safe?

13 What will be done to ensure existing
14 homeowners won't have to re-drill their wells due to
15 water use while building this airport? How bright
16 are the lights going to be for the runway? Will it
17 be disruptive to the nearby homes? Will it look like
18 Las Vegas at night where you can't see the stars
19 overhead? Will the City of Pahrump be footing the
20 bill for water and power once it is operational?

21 GARY VAVZYCKI: 3120 East Dandelion,
22 Pahrump, Nevada 89048. Though a lot of work went
23 into it, I think they should, if it's not too late
24 they should totally reconsider and look at the site
25 right behind the Nugget up on the fan. Remove it

12

1 from the residential section and there would be a lot
2 of room for growth for commercial.

3 (Thereupon the proceedings
4 were concluded at 9:00 p.m.)

5 * * * * *

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1 CERTIFICATE OF REPORTER
2 STATE OF NEVADA)
3 SS:
4 COUNTY OF NYE)
5 I, Deborah Ann Hines, certified court
6 reporter, do hereby certify that I took down in
7 shorthand (Stenotype) all of the proceedings had in
8 the before-entitled matter at the time and place
9 indicated; and that thereafter said shorthand notes
10 were transcribed into typewriting at and under my
11 direction and supervision and the foregoing

12 transcript constitutes a full, true and accurate

13 record of the proceedings had.

14 IN WITNESS WHEREOF, I have hereunto affixed

15 my hand this ____ day of _____, 2009.

16

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19 Deborah Ann Hines, CCR #473, RPR

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United States Department of the Interior

NATIONAL PARK SERVICE

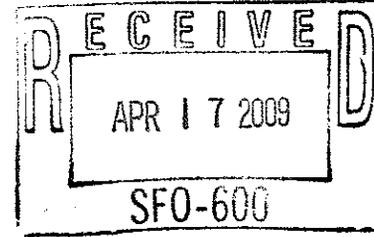
Death Valley National Park
PO Box 579
Death Valley, California 92328



IN REPLY REFER TO:
L7619

April 16, 2009

Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, California 94010



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RE: Scoping Comments Concerning Environmental Issues of Concern on Proposed Pahrump Valley Airport

Dear Mr. Pomeroy:

Thank you for the opportunity to comment on the Pahrump Valley Airport proposal. Death Valley National Park Staff have concerns that this proposal could affect Wilderness resources and experiences and could negatively impact the soundscape of the park.

1. The Pahrump Valley Airport is proposed to be constructed approximately 15 –20 miles to the east of Death Valley National Park. Research for the Grand Canyon, Arizona Over-flight Environmental Impact Statement (EIS) and the EIS for the St. George airport (near Zion National Park) showed that propeller-driven aircraft can be heard 25 miles from the source. These data indicate that an airport’s proximity has the potential to cause significant noise impacts to a park. We request that your study area and section 4(f) analysis include Death Valley National Park. We are highly concerned that this new airport will result in a “constructive use” of the park. According to the Department of Transportation’s Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites; Final Rule, Section 774.15 (e) (1) (2008), a constructive use occurs when “*the projected noise level increases attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected by Section 4(f).*”
2. We would also encourage you to address how the airport will deal with military airspace in the area. There are two large restricted airspace zones to the northeast and southwest of the proposed airport site. The zone to the southwest is directly over the Park. How will military airspace affect the location of flight routes? Will there be any routes over the park? A map with flight routes should be provided in the Environmental Analysis (EA).
3. Seven different air tour operators currently have interim operating authority (IOA) over the Park. These operators will likely be subject to specific use zones. Projected use created by the proposed airport and impact to air tour operators should be analyzed in the EA. Such analysis should include over-flight park enforcement issues which can reasonably result from aircraft use of the proposed airport.

4. If incoming or outgoing flight routes are indeed proposed over the park, our biggest concern lies with the fact that 98% of the park is federally designated wilderness. The Wilderness Act of 1964 requires the National Park Service to manage these wilderness areas so as to "preserve its natural conditions," "retain its primeval character," and provide for, "outstanding opportunities for solitude." Moreover, FAA Order 1050.1E states: "*Additional factors must be weighed in determining whether to apply the thresholds listed in Part 150 guidelines to determine the significance of noise impacts on noise sensitive areas within national parks . . . For example, Part 150 guidelines may not be sufficient for all historic sites and do not adequately address the effects of noise on the expectations and purposes of people visiting areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute.*"

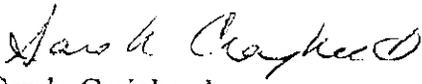
Flights across the southern portion of Death Valley National Park could adversely affect the natural quiet of the park wilderness. Current reports indicate that wilderness in the southern end of the park is occasionally experiencing noise impacts from training exercises on nearby Fort Irwin, while wilderness in the southeastern corner of the park is very quiet with very little outside noise disturbance except areas close to California Highway 127.

However, sample data indicate that large portions of the Park constitute a pristine soundscape. Preliminary data indicate Death Valley National Park could contain some of the most quiet areas ever recorded for the National Park Service (NPS) Natural Sounds Program. As indicated by FAA Order 1050.1E, these fragile areas are at higher risk of being degraded from noise impacts. Even a small increase in sound level has the potential to constitute a "constructive use" and greatly impact these sensitive areas. We strongly recommend additional analysis of impacts to these areas and conditions within the Park. We also encourage that in addition to Day-Night Average sound level (DNL), metrics such as Percent Time Audible, Time Above, Lmax, natural ambient sound level and existing ambient sound level are used to assess impacts to the park.

5. Analysis of impacts to the park should consider visitor experience, wildlife and cultural resources. Visitors come to the park with the expectation that they will have the opportunity to experience solitude and enjoy the park soundscape. The acoustical environment is important to wildlife for a number of reasons, including, intra-species communication, territory establishment, finding desirable habitat, courtship, nurturing and protecting young, predation and predator avoidance, and effective use of habitat. Aircraft over-flights also have the potential to cause damage to cultural resources, especially masonry structures. The effect that aircraft over-flights could have on the above items, should all be considered when assessing impacts to the park.
6. Acoustical monitoring of the park was completed in Spring 2008 and consisted of seven sites. We would highly recommend that this data be considered in addition to any other acoustical data that is collected for this project. Please coordinate with Lelaina Marin, NPS Natural Sounds Program, at (970) 225-3552, if you would like more information on the acoustical data collected for Death Valley.

For further information or if you have other questions regarding the above comments, contact Travis Young, Environmental Compliance Specialist, (760) 786-3227 (travis_young@nps.gov).

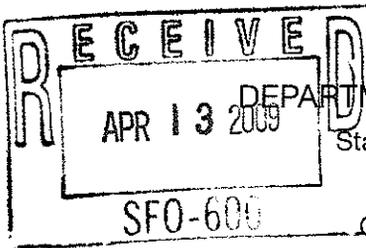
Sincerely yours,


Sarah Craighead
Superintendent



JIM GIBBONS
Governor

MICHAEL E. FISCHER
Department Director



STATE OF NEVADA

DEPARTMENT OF CULTURAL AFFAIRS

State Historic Preservation Office

100 N. Stewart Street

Carson City, Nevada 89701

(775) 684-3448 • Fax (775) 684-3442

www.nvshpo.org

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RONALD M. JAMES	620
State Historic Preservation Office	621
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RONALD M. JAMES
State Historic Preservation Office

April 8, 2009

Doug Pomeroy
Environmental Protection Specialist
U.S. Federal Aviation Administration
831 Mitten Road Suite 210
Burlingame CA 94010

RE: Scoping for Proposed Airport Land Lease and Airport Construction Pahrump Valley General Aviation Airport, Pahrump, Nye County.

Dear Mr. Pomeroy:

The Nevada State Historic Preservation Office (SHPO) reviewed the subject scoping document. The SHPO understands that a cultural resources inventory of the project area will be completed for the subject undertaking. The SHPO has the following comments on this proposed undertaking at this early stage in the process:

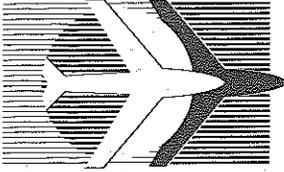
1. Please provide this office with a clearly defined area of potential effect for the subject undertaking when the federal agency consults with the office for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. This area of potential effect should include a discussion of visual, audible, and direct physical impacts to historic properties.
2. Please contact the Old Spanish Trail Association concerning the potential effects of this airport on this National Register eligible National Historic Trail.
3. Please contact Mr. Don Hendricks at: 609 North Crestline Drive, Las Vegas NV 89107-1395 or by e-mail at : donwh@hotmail.com concerning the effect of the proposed project on historic properties.

If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by e-mail at Rebecca.Palmer@nevadaculture.org.

Sincerely,

Rebecca Lynn Palmer
Review and Compliance Officer, Archaeologist

LAS VEGAS



McCARRAN INTERNATIONAL AIRPORT

Department of Aviation

RANDALL H. WALKER
DIRECTOR

ROSEMARY A. VASSILIADIS
DEPUTY DIRECTOR

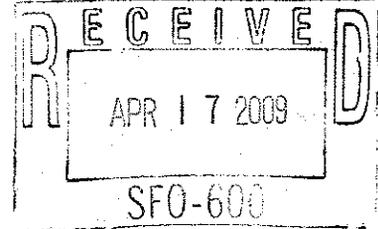
POSTAL BOX 11005
LAS VEGAS, NEVADA 89111-1005
(702) 261-5211

FAX (702) 597-9553

E-MAIL: webmaster2@mccarran.com

April 15, 2009

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010



RE: Scoping Comments on Proposed Pahrump Valley General Aviation Airport

Dear Mr. Pomeroy:

Clark County Department of Aviation (CCDOA) submits these scoping comments on the environmental assessment for the proposed airport land lease and proposed construction of the Pahrump Valley General Aviation Airport in Pahrump, Nevada.

CCDOA owns and operates a system of airports that, collectively, accommodate commercial service, general aviation, sport aviation and air cargo demands within southern Nevada. Like the Town of Pahrump, CCDOA is also planning to improve aviation facilities in order to provide sufficient service through at least 2025. McCarran International Airport (LAS), which is CCDOA's primary commercial service airport, is nearing its ultimate capacity. In response, CCDOA has proposed to construct and operate a new commercial service airport in the Ivanpah Valley (the Southern Nevada Supplemental Airport, or "SNSA") in order to ensure sufficient commercial aviation capacity to the Las Vegas metropolitan area. The Federal Aviation Administration (FAA) and the Bureau of Land Management (BLM) are currently conducting environmental reviews of the SNSA. Because those environmental reviews are not projected to be complete until 2013, the new airport is not expected to be operational until 2018. Until that time, Clark County's existing facilities will have no other capacity outlets.

Based on our review of the preliminary documents related to the proposed Pahrump Valley General Aviation Airport, we do not see any conflicts between the two projects. However, we have identified several issues that may be relevant to consider in the environmental assessment for the proposed new Pahrump airport:

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Clark County Board of Commissioners

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1. Forecasts

As part of the planning efforts to date for the SNSA, CCDOA has prepared – and FAA has approved – forecasts of regional air traffic activity. These forecasts include analysis of general aviation traffic in the region. The environmental assessment for the Pahrump Airport should ensure that its forecasts are not inconsistent with the methodologies and assumptions approved by FAA for use in the environmental review of the SNSA project.

2. Analysis of Based Aircraft

The 2008 Pahrump Valley Airport Master Plan presents a preliminary analysis of the potential distribution of based aircraft at the new Pahrump Airport. That analysis assumes that approximately seven percent of the aircraft based at the new airport will be registered to owners who reside in Clark County. In raw numbers, this translates to a projection of 2 based aircraft from Clark County residents.

We believe that there may be a broader potential audience of Clark County residents who could want to use the Pahrump airport for both general aviation and sport aviation purposes. First of all, based on the projections in the Master Plan, the Pahrump Airport would be fully operational by 2012, which will be long before the SNSA is operational and therefore also long before the capacity constraints at LAS will be relieved.

In addition, once the SNSA opens, the airspace in the vicinity of the Jean Airport will likely be within a Terminal Control Area. Therefore, sport aviation enthusiasts may find that the Jean Airport is a less attractive facility than it is today for based operations. The Pahrump Master Plan clearly contemplates providing capacity for sport and light general aviation traffic. As a result, the environmental assessment should also consider the extent to which the new airport may draw users from the Jean Airport. Although Clark County is committed to retaining and operating the Jean airport for general aviation purposes so long as the FAA determines that it is safe to conduct such operations, the availability of a new general aviation airport at Pahrump may result in some sport users shifting their base of operations to Pahrump. Clark County expresses no view on that situation, but it may be a factor to consider when analyzing potential use of the new airport.

3. Airspace Analysis

Finally, the FAA is currently conducting a broad study of airspace revisions necessary to accommodate the SNSA. The preliminary results of that study should be available by August 2009 and the final report is expected in October 2009. Until that study is completed, it would be premature to assess whether the new Pahrump airport would create any conflicts or complexities in southern Nevada airspace. However, we believe that the environmental assessment for the Pahrump Airport should consider airspace for the new general aviation airport in light of FAA's conclusions in its broader airspace study. To that end, we encourage you to coordinate your efforts with FAA ATO and its study.

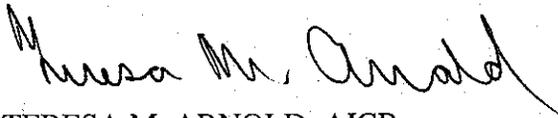
Mr. Doug Pomeroy

April 15, 2009

Page 3

Please feel free to contact my counsel, Katie van Heuven at (303) 825-7036 or via email at cvanheuve@kaplankirsch.com to obtain documents and information related to the SNSA that may be useful to your analysis (e.g., the forecasts), or contact Robert Tweedy on my staff at (702) 261-5175 or roberttw@mccarran.com with any other questions or inquiries.

Sincerely,

A handwritten signature in black ink that reads "Teresa M. Arnold". The signature is written in a cursive style with a large initial "T" and "A".

TERESA M. ARNOLD, AICP
Airport Planning Manager

TMA:lg

cc: Randall H. Walker
Rosemary A. Vassiliadis
Cecil Johnson
Robert Tweedy



BOARD OF SUPERVISORS COUNTY OF INYO

P. O. BOX N • INDEPENDENCE, CALIFORNIA 93526
TELEPHONE (760) 878-0373 • FAX (760) 878-2241
e-mail: pgunsolley@inyocounty.us

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April 14, 2009

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010

RE: Request for Scoping Comments Regarding Environmental Issues of Concern – Environmental Assessment for Proposed Airport Land Lease and Airport Construction – Pahrump Valley General Aviation Airport, Pahrump, Nevada

Mr. Pomeroy:

The Town of Pahrump, Nevada, proposes to lease Bureau of Land Management (BLM) public land and construct and operate a new public-use, general aviation airport in the southwestern quadrant of the Town. The Federal Aviation Administration (FAA) is requesting comments on the scope of an Environmental Assessment planned for the project.

As the proposed airport location adjoins the County of Inyo, potential impacts resulting from its operations are of great interest to the County. In particular, lands in Inyo County the vicinity of the proposed airport are planned for development, and land use compatibility issues are relevant.

The environmental document should comprehensively evaluate potential impacts in Inyo County resulting from short- and long-term operations of the airport. A land use compatibility study that takes into account Inyo County's General Plan and Zoning Ordinance is of utmost importance. These documents and other pertinent rules and regulations can be found online on the County's website at <http://www.inyocounty.us/>. Note that California's environmental standards should be considered in the analysis. If any impacts are identified that cannot be reduced to less-than-significant levels, then an Environmental Impact Statement should be prepared.

Issues related to noise, pollution, hazards, and other relevant topics should be addressed in the environmental document, including for existing and future development in the Inyo County communities of Charleston View and Stewart Valley. The following specific topics should be included:

- Noise impacts on existing and planned sensitive receptors in Inyo County, such as residences, schools, etc.
- Elevated air pollutant concentrations due to aircraft operations in the vicinity of existing and future sensitive receptors in Inyo County
- Emissions of global warming gases from increased flight activity and vehicular travel
- Statistical review of probable aircraft accident locations in relation to potentially impacted existing and future Inyo County communities
- Polluted runoff during construction and operation that will flow into Inyo County

Other possible environmental effects from aircraft overflights in Inyo County, such as disturbance of biological and/or recreational resources, should also be evaluated, as appropriate. If any impacts are identified, mitigation measures, including rerouting flight paths away from proposed development areas in Inyo County, should be considered.

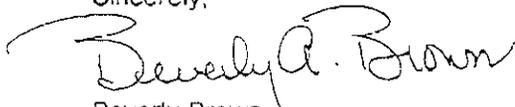
Impacts should be evaluated not just directly from airport development, but also in light of its growth-inducing effects. Potential long-term cumulative impacts should also be given priority in the analysis, and buildout of the Town's adopted Airport Master Plan needs to be evaluated in depth. Given the shortage of water resources in the area, potential cumulative and growth-inducing impacts on water supply are a serious concern.

Mr. Doug Pomeroy
Federal Aviation Administration
April 14, 2009
Page TWO

Thank you for your consideration in this matter. Although the County is concerned about the airport's environmental effects, it supports rational economic development in the area, and believes that proper planning can minimize the airport's potential adverse impacts to Inyo County.

Please transmit any future notices to Inyo County directly in care of Mr. Doug Wilson, P.E., Acting Planning Director, PO Drawer L, 168 North Edwards Street, Independence, CA 93526. If you have any questions, please call Mr. Wilson at (760) 878-0263 or email him at d.wilson@inyocounty.us.

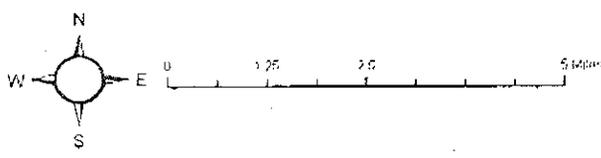
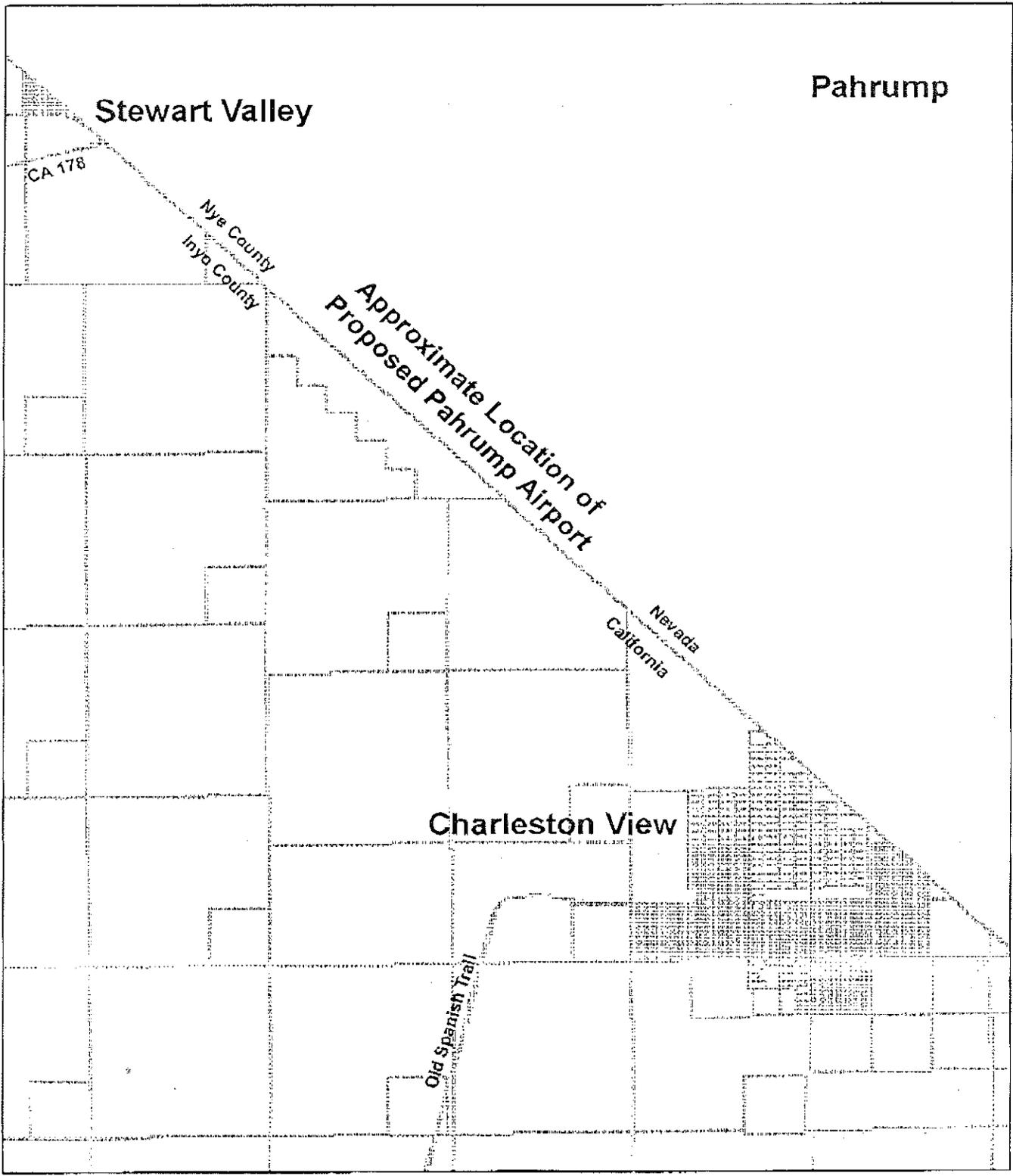
Sincerely,



Beverly Brown
Chairperson, Inyo County Board of Supervisors

Enclosure – Map of Stewart Valley and Charleston View

cc: Town of Pahrump



Map of Stewart Valley and Charleston View



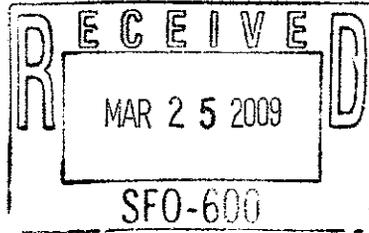
Mojave Desert Air Quality Management District

14306 Park Avenue, Victorville, CA 92392-2310

760.245.1661 • fax 760.245.2699

Visit our web site: <http://www.mdaqmd.ca.gov>

Eldon Heaston, Executive Director



March 19, 2009

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010

Subject Project: Pahrump Valley General Aviation Airport, Pahrump, NV

Dear Mr. Pomeroy:

The Mojave Desert Air Quality Management District (District) has received the Request for Scoping Comments Regarding Environmental Issues of Concern for the Environmental Assessment for Proposed Airport Land Lease and Airport Construction, Pahrump Valley General Aviation Airport. The proposed airport will cover approximately 650 acres and be constructed in phases. Two alternative locations are being considered for the airport.

We have reviewed the project and, based on the information available to us at this time, the District recommends the FAA request that Best Management Practices (BMPs) for fugitive dust be implemented in the grading and construction phases of the project.

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.

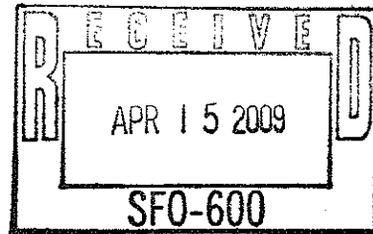
Sincerely,

Alan J. De Salvio
Supervising Air Quality Engineer

TW/AJD

FAA Pahrump Airport

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Mr. Doug Pomeroy
 Environmental Protection Specialist
 Federal Aviation Administration (FAA)
 831 Mitten Road, Suite 210
 Burlingame, CA 94010
 650-876-2778 / 650-876-2733 [FAX]

Dear Mr. Pomeroy,

I attended the Public Information Workshop in Pahrump on March 30th 2009 in regard to the proposed airport. Being out of town all these days, I have not taken the opportunity to actually walk the proposed location. My thoughts on the location are that there may be some noise impact on the residents in that area. That area has also been used for target shooting by local residents in the past. My only other concern regarding the area is that annual wind data be collected and considered for runway orientation.

My major concern for this project is economics. When I asked the question as to how the new airport would pay for itself, the answer given was fuel sales and hanger rentals. Several friends that own aircraft here in Pahrump have them based at the Calvada Meadows Private Airport. It seems that few, if any, would give up hangers they own in favor of renting ones at the new airport. It seems that an awful lot of fuel would have to be sold at a very high price to makeup the shortfall against building, land lease, maintenance and operational expenses.

A big share of residents here in Pahrump, including myself, are not so sure of an economic recovery that would allow us to go back to the spending sprees of prior years. Maybe I've spent too much time in the wilderness, but I fail to comprehend how a problem of overwhelming debt can be "Fixed" by expanding the credit markets and creating more debt. I would suggest further matters of public indebtedness be approached with caution.

I would like to see a real assessment of aircraft owners that would base their aircraft here in Pahrump, followed up by how many of those owners still own their aircraft prior to construction.

My first questions are to the BLM. How much will the monthly cost of the lease be for the 650 acres based on its use as the airport design submitted? What would the total cost amount to, before the BLM would transfer title to the Town? What happens if the Town falls behind on payments, and what happens if the town can't make the payments?

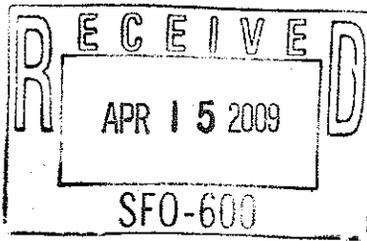
Questions to the FAA. Based on current average construction prices today, what would be your projected cost estimates for the 5% owed from Pahrump for each of the building phases? What happens if the Town fails to make the payments?

Thank you for your time and consideration.

Best wishes,
 Kenny Bent 4/14/2009
 2720 E. Basin Ave.
 Pahrump, NV 89060
 (702) 480-0861

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Brendan Hughes
6610 Park Blvd, Apt B
Joshua Tree, CA 92252



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To:
Mr. Doug Pomeroy
Environmental Protection Specialist, FAA
831 Mitten Road, Suite 210
Burlingame, CA 94010

Dear Mr. Pomeroy:

I would like to express my opposition to the proposed airport near Pahrump, Nevada. First, I believe an Environmental Impact Statement should be required for this project in order to scrutinize the questionable need for this airport, as well as to assess the tremendous impacts it will have on the surrounding protected areas.

During these trying economic times, the logic of building a new airport in Pahrump, which already has airports available, along with McCarran International Airport about an hour away, is ludicrous. Building an airport that no one will use makes no sense at all.

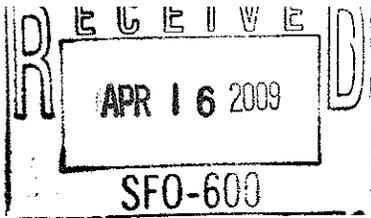
Additionally, an airport capable of landing private jets will have detrimental impacts to the wilderness character of the southeastern part of Death Valley National Park, not to mention California BLM wilderness areas on the Nevada border. These places of silence and tranquility should be preserved for the American public to enjoy. This land should not be destroyed so that people in private jets can save themselves an hour on the road. Also, unless this airport is sited on private land, it will destroy a substantial portion of publicly-owned desert, and all the plant and wildlife living on that desert. This is not the wisest and best use of the public's land.

If this scheme is to continue to move forward, I ask that a full Environmental Impact Statement be prepared. I believe anything less would violate the National Environmental Policy Act.

Thank you.

A handwritten signature in black ink, appearing to be "B. Hughes", written in a cursive style.

Brendan Hughes



4/9/09

COMMENT SHEET

PROPOSED AIRPORT LAND LEASE AND AIRPORT CONSTRUCTION PAHRUMP VALLEY GENERAL AVIATION AIRPORT PAHRUMP NEVADA

COMMENTS:

After much thought as to why we need a new airport in Pahrump, I cannot come up with a single reason that makes sense. I do however have a few questions: 1) With the national air traffic control system far outdated and in need of repair, why is the FAA spending millions to build an unneeded airport in Pahrump, when the moneys could be spent wisely on updating the above mentioned system? 2) Who is behind this boondogle and what is the reasoning behind it? It looks to be pork spending in it's purest form. 3) what strings are attached? In accepting federal money what will be expected / mandated from us now and in the future?

The fact that I live several miles due north of the end of your proposed runway and don't need the noise assoicated with private and public jets taking off under full power is part of my objections. But more than that I object to spending what ultimately is money from my tax dollars to fund an airport for the use of a very small percentage of well connected people in this area. If the private airplane owners want a better airport let them build it out of their own pockets, or possibly update the already existing airport which has been there forever and doesn't seem to bother anyone. This is simply a guess but could it be the proposed prison doesn't want the airport where it is now as the glide path is directly over it? They certainly wouldn't want jets landing right over them.

John Crilly

1471 Hays st Pahrump
Mailing address:
1970 n. Leslie st. pmb3579
Pahrump Nev 89060

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road Suite 210
Burlingame California 94010

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210 South First Street #309
San Jose, CA 95113
April 13, 2009
(408) 876-8295
johnfw1@mac.com

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Doug Pomeroy, Environmental Protection Specialist,
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010

Dear Mr. Pomeroy,

I would like to comment on the environmental assessment for the proposed new Pahrump Airport.

First, a convincing need for this airport has to be shown. In what way, for example, are corporate turbojets so important as to justify the inevitable noise pollution in the adjacent Nopah Wilderness and in nearby Death Valley National Park? The noise from airplanes is a serious detraction from the wilderness experience that the Wilderness Act was established to protect.

The impacts of the proposed airport on the scarce water resources of the area also must be taken into account.

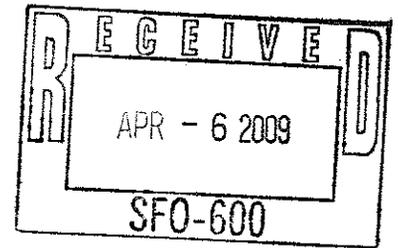
A thorough investigation of the impacts of an airport of this size on the flora and fauna of the surrounding area also needs to be undertaken.

In view of the variety and severity of the possible environmental impacts of the proposed airport, I believe that an Environmental Impact Statement should be required, and not just an Environmental Assessment.

Yours truly,

John Wilkinson

MICHAEL SCACCIA
PO BOX 9466
PAHRUMP, NV 89060
April 3, 2009



By Fax 650.876.2733

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010

Re: A LETTER OF PROTEST AGAINST PROJECTED NEGATIVE ENVIRONMENTAL IMACTS INHERENT IN THE FAA PROPOSED AIRPORT FOR PAHRUMP APRIL 2009

Dear Mr. Pomeroy:

I believe that putting a jet friendly airport close, or rather, adjacent to what we in Pahrump call the California Mountains in an area nicknamed the "wind tunnel" is a bad idea. There would be both a significant risk in safety for human and animal life and economic risk to homes and aircraft in light of the great mountain winds in close proximity that historically blow extra hard, periodically scattering tile roofs. These abrupt and forceful, whimsical, desert, salvo-like winds would hamper takeoffs and landings right where you want to put the airport. (Videos of commercial jets battling treacherous winds are available at www.pahrumplife.org). And in any case I see no need for noisy smog producing jets to land and take off in the beautiful and peaceful Pahrump Valley and especially at an Airport bordering right up to Pahrump Valley Boulevard, near existing homes and commercial areas, as this one proposes to be.

I believe that putting an airport in Pahrump would ostensibly and suspiciously benefit only one industry that is now trying to elbow its way into our town. With a commercial sized airport near their proposed prison, CCA, Corrections Corporation of America could have a close, convenient and quick way to transport prisoners, as the Nye County eleventh hour, Zephyr Express, shoddily amended yet newly approved CCA Development Agreement conveys, contrary to the words spoken by CCA's PR, from **All** of the United States or anywhere in **The World**. CCA's Projected Pahrump Prison now can include among their prisoners terrorists to refugees to illegal immigrants to hardened criminals, from prison to prison; and, TransCor their prisoner transport company could charge accordingly and accordingly. And for one reason or another, our Nye County and Town governments and special interests, are only too happy to oblige unconcerned about the frequent transport of felons through town to and from the projected airport even after they have been given statistical evidence and legal cases of record exemplifying the high rate of escapes from CCA and Transcor again creating harsh environmental impact for the townspeople of Pahrump.

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
April 3, 2009
Page 2

I realize that some of the "powers that be" might be surprised or even unconcerned that a prison industry would use an airport's services or that some chosen individuals may be looking forward to being a part of CCA's misguided dream but also I realize that there is no guarantee that CCA will never use this proposed airport to transfer prisoners and personnel and supplies to theirs or other for-profit prisons in order to make a greater profit on our grubstake tax dollars. CCA is already discernibly working with the town, the utilities companies and waste management to create scenarios whereby the coffers or future revenues of the town, county or even possibly from the private services themselves would be invested in infrastructure for water, sewer, and power just to have what they claim to be the benefits of having a dungeon for dollars in our town and to finally realize CCA's questionable promises of financial reward. They have already spent many thousands of dollars from struggling young folks and sick and hungry old folks just to finalize CCA's piggy-in-the-pokey, so-called, Development Agreement, supposedly speaking for the people who are conversely speaking rejection of the prison. **So please will you take into account further negative environmental impact; realize our indignation at the thought of CCA not only endangering our lives and means of life with not only a dangerous and water-usurping prison but now also with a teaming noisy, dangerous, water-usurping airport to boot to support that albatross prison?**

The majority of the people are happy with Pahrump as a quiet friendly rural fun place to be, a place where you can still hear the bluegrass music in country quiet. **Who proposed pursuing this airport right now when the County and Town cupboards are all but bare? Why and by what circumstances is the airport being revitalized now? Didn't Primm win the contract c. 2000 for the building of an air freight depot, thereby killing the plans for the building of an airport in Pahrump to lessen the strain on McCarran? To many of us the Airport has been a dead issue as of 2000.**

Aside from the proposed Prison, what industry in Pahrump has need for an airport that is jet qualified? Even if you think the town will grow into many new subdivisions and commercial areas (right now according to the Pahrump Valley Times, the population of Pahrump is in decline), an airport is still not needed because, if you really think on it again and review the acclaimed and most recent studies, you will find that they assert that prison towns are not likely to grow unless you count prison population and the Section 8 reentry and halfway homes that will accompany the prison. And that's what CCA counts in their accounting departments.

When we townspeople win our fight against the existence of a prison in Pahrump, what use will your airport be, until the town grows naturally and has a bona fide, intrinsic need for one?

Why would we want a steady stream of black-smoke's-arisin' 18-wheeler semi-trucks pounding the Hwy 160 pavement to and from Vegas when the ever-widening infrastructure to Primm is already in place and more conducive to both Las Vegas and Los Angeles abounding with freight to ship? Pahrump is an out-of-the-way retreat, a place for rodeos, festivals, pow wows, music, barbeques, equestrians, RVers, car collectors, motorcyclists, cyclists, marathon racers, sports

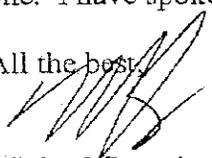
Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
April 3, 2009
Page 3

car racers, vintage car enthusiasts, quad riding enthusiasts, Old West enthusiasts, retirees, gamblers, partyers, resters, dream-home estate buyers and builders of first and second homes near Las Vegas, and the businesses that can thrive accommodating these kinds of interested people. A town built around a prison industry will nullify the fun business industry and its convolutions. Right now Pahrump is a place where people come to play. With an expanding prison and its counterpart cargo (prisoners) for shipping to and from an expanding airport, the few special interests would fill their pockets but at the same time contaminate and erase one of the rare retreats that people are looking for in America. Pahrump now is an escape from the woes of city living. It is away from the vortex of physical and mental noise and pollution, and abuse, and a deliverance into the restful open air. This is a basic human need. Get these other bothersome things away from us. There is a Great Basin out there. Build your interests there and wait and see if people other than prisoners, staff and airport personnel populate the surroundings. **We are grandfathered in; so why must we be the ones that have to get out of your way?** If you are for the prison, with its physical and economic risks and dangers mating with the noise and pollution of air transport of prisoners, prison goods and personnel, you are not for the health, safety and welfare of the citizens of Pahrump.

Manifest destiny is passé. And besides it's not nice. The world is changing hopefully in order to rekindle some of the happier environments of earthly past times, when humans could be humans with pristine air, water and food and with tranquility. Some of us have to speak for the wild. We Pahrump citizens are the only ones living here now. And as long as we live here, with us rests a responsibility as guardians of the high desert, and especially the Pahrump Valley.

The great artist Francisco de Goya said "The sleep of reason produces monsters." **By what reason are you putting so much hardship now on the existing families in the Pahrump Valley?** We keep trying to convince all, including government officials like the BOCC, The RPC, The Town Board, and fringe beneficiary organizations like the Chamber of Commerce and PAVED, and now the FAA, to use reason to support their actions. Using pure reason, give us some convincing un-waffled answers. I would like to see comment in writing from each and every one of the above-mentioned officials and private interests on the statements and questions I have raised here. We citizens **here** in Pahrump are tired and intolerant of being ignored by unreasonable people who will not even deliberate our issues before voting on actions. We as many in Pahrump have a vested interest in preserving the environment we selected after careful consideration. You can help the majority of the citizens of Pahrump if you will put your airport where it will impact and bother no one. I have spoken.

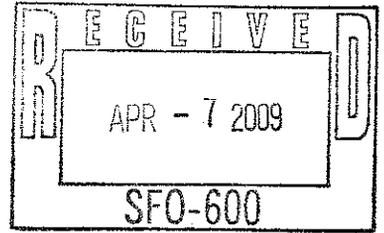
All the best,



Michael Scaccia

FAX~FAX~FAX~FAX~FAX~FAX~FAX~FAX~FAX~FAX~FAX~FAX

START FAX



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1791 Appaloosa Lane
 Pahrump, NV 89060-3703
 775-727-1119 (VOX & FAX)
 e-mail: jeh@pahrump.com

April 3, 2009

Mr. Doug Pomeroy
 Environmental Protection Specialist
 Federal Aviation Administration (FAA)
 831 Mitten Road, Suite 210
 Burlingame, CA 94010
 650-876-2778 / 650-876-2733 [FAX]

RE: March 30, 2009 NEPA Scoping Meeting for Proposed Pahrump Valley General
 Aviation Airport; Pertinent Comment Period: March 16 – April 20, 2009;
 Quoted Reference: Pahrump Valley Airport Master Plan 2008 (Aries Consultants)

Dear Mr. Pomeroy:

I spoke with Mr. Richard W. Schmidt of Aries Consultants Ltd. on March 30, 2009 at the
 Ruud Community Center. I brought to his attention the outdated (2003) information in
 Table 2-3 of the Pahrump Valley Airport Master Plan,
 "***Distribution of Based Aircraft Owners Pahrump Area***" (p. 2-9). [ATTACHMENT]

Since I personally obtained the current data prior to the meeting that day, I am making
 available the following updates from the Nye County Tax Assessor (775-482-8176)
 consistent with the methodology expressed in paragraph 2.4.4 "Distribution of Based
 Aircraft Owners." (p. 2-7)

Number of Aircraft Upon Which Personal Property Tax is Levied
 By Location in Nye County (as of Mar. 30, 2009):

Amargosa	1
Beatty	10
Gabs	1
Pahrump	30
Round Mountain	2
Tonopah	6
Outside Districts	<u>5</u>
TOTAL	55

Further, on the same day, I contacted the private property association established in
 Pahrump circa 1977, zoned for private aircraft, known as the Calvada Meadows
 Aeropark Association. Its membership is comprised of retired individuals, who are
 pleasure pilots, and who fly approximately once monthly and/or on weekends. This
 community consists of a paved airstrip, 250 residential lots, 35 of which have actual
 hangers, and 25 members of which are full time residents. The aircraft owned by these

members will not be based at the proposed Pahrump Valley general aviation airport, because the property association members own the land underlying their hangers, and therefore, the members have no need to lease space at the proposed airport.

Calvada Meadows Aeropark Aircraft Inventory: single engine 30

A discussion at the same NEPA scoping meeting with Mr. Bill Thomson, Statewide Aviation Program Manager, Nevada Department of Transportation, confirmed that the 30 Pahrump aircraft listed on the Nye County personal property tax rolls and the 30 single engine aircraft based at the Calvada Meadows Aeropark Association airstrip in Pahrump are the same aircraft. Therefore, the number of Pahrump aircraft potentially based at the proposed Pahrump Valley general aviation airport falls to zero. Updated using the March 30, 2009 tax roll aircraft counts, the sum of the two Nye County locations within reasonable driving distance of Pahrump, i.e., Amargosa and Beatty, already included in Table 2-3 (p. 2-9), fixes the maximum number of possible Nye County aircraft based at the proposed Pahrump Valley general aviation airport at 11. Since Beatty and Amargosa have airstrips, attracting that maximum number becomes uncertain and unlikely. Amargosa and Beatty are about 45-minute and 75-minute drives from Pahrump one-way, respectively.

Given the above, I have reservations about paragraph 1.3.1 "Aviation Activity Forecasts" and challenge bullet 4 in paragraph 2.5.2 "General Assumptions:"

- "The aviation trends and forecasts presented in Section 2.3 form an adequate basis for the forecasts presented in this section." (p. 2-10)

"... Although the information and assumptions used constitute a reasonable basis for preparing the forecasts, the achievement of any such forecast may be affected by fluctuating conditions and is dependent upon the occurrence of future events, which cannot be assured. Therefore, the actual results achieved may vary from the forecasts, and such variations could be material."

I have quoted the disclaimer, because the information gathered from the Nye County Tax Assessors Office could not reflect the preferences of the Calvada Meadows Aeropark Association members, who are the owners of virtually all of the aircraft physically located in Pahrump, and who comprise the majority (54%) of owners of aircraft in Nye County. Consequently, variations from the stated forecasts are certain to be "material," not solely due to future fluctuating conditions, but due to blind acceptance and reliance on a single data source without any additional qualification.

Briefly, the probability is high, that there will be *few, if any*, Nye County resident-owned private aircraft based at the proposed Pahrump Valley general aviation airport, should it open in the next three years. In addition, "baby boomer" aircraft enthusiasts seek out the Calvada Meadows Aeropark for retirement, so future private pilot aircraft-owners augmenting the Town of Pahrump population are unlikely to contribute in the foreseeable future to the number of aircraft based at the proposed Pahrump Valley general aviation airport.

However, additional cost-conscious Clark County resident aircraft-owners might consider basing their aircraft at the proposed Pahrump Valley general aviation airport in spite of the hour drive (about 65 miles) one-way. I asked Mr. Schmidt whether all pilot-owners of aircraft in the states of Nevada and California had been directly contacted about landing or basing aircraft at the proposed Pahrump Valley general aviation airport, and I was told that no such survey was made. Since resident aircraft owners in Amargosa, Beatty and Clark County are already included in Table 2-3, perhaps direct contact (limited to pilot aircraft-owners in those areas) would yield a valid statistical update, increasing the count of the proposed Pahrump Valley general aviation airport based aircraft to the 40 aircraft forecasted for 2010, thereby rescuing the forecast analysis (which justifies the FAA grant). Otherwise, the merit of the forecast quoted below is in serious question.

Based Aircraft (p. 1-5). "Based aircraft are forecast to be 40 aircraft by 2010; 60 aircraft by 2015; 75 aircraft by 2020, and 85 aircraft by 2025."

Moving on to *Annual Aircraft Operations* (q.v., Table 2-4, p. 2-12)

"The number of annual aircraft operations is forecast to increase from an estimated 13,600 annual operations in 2010 to 31,500 annual operations by 2025." (p.1-5)

An "aircraft operation" was defined for me by Mr. Schmidt as a take-off, a landing or a touch-and-go. 13600 operations divided by 365 days amounts to 37 aircraft operations per day in 2010.

Currently, the total number of "aircraft operations" conducted within the Town of Pahrump take place on the Calvada Meadows Aeropark Association airstrip. The number of outside-area aircraft-owners (in Nye and Clark Counties), who might choose to base at the proposed Pahrump Valley general aviation airport has never been formally surveyed and is therefore uncertain. This oversight should be rectified. The number of itinerant flights to the proposed Pahrump Valley general aviation airport may be estimated from other similar size airports. Aside from infrequent (weekly or monthly) refueling stops by local Calvada Meadows Association pilots, air-traffic and revenue to the proposed Pahrump Valley general aviation airport is entirely dependent upon outside-area aircraft owners, currently tallied in the reference document using data unreliable and outdated. Therefore, I must challenge the validity of all of the annual "Based Aircraft" forecasts, all of the annual "Aircraft Operations" forecasts, in addition to the annual vehicular Traffic forecasts (2010-2025) summarized in Table 2-4 (p. 2-12), as unsupportable. (Note that the validity of paragraph 1.3.6 *Financial Analysis*, p. 1-12, is undermined by the ripple effect from the above-documented outdated, unreliable data.)

If Pahrump must raise \$3,233,500 for its share (5%) of the airport project through the end of Phase 1 (Table 6-1, p. 6-3), and operations parameters enter into mitigating the dollar amount of that financial burden, then accurate forecasting of operations parameters based on hard verifiable data is critical for success.

Water (q.v. discussion commencing on p. A-52)

"Of all the natural resources that affect the construction and operation of the future airport, water appears to be the most limiting resource."

A.2 *Water Quality* (p. A-62, 1st & 2nd paragraphs)

"... the Airport is expected to be served by groundwater resources." (emphasis added)

"However, as discussed in Section A.2.16.2 regarding water supplies, existing groundwater allocations exceed the perennial yield in six basins including the Pahrump Valley. Perennial yield is the amount of water that can safely be pumped without affecting the aquifer level. A shortfall of 54,000 to 61,000 acre-feet per year is projected by the year 2050. Withdrawals of groundwater in excess of the perennial yield will result in overdraft condition in Pahrump. This is expected to result in a steady drop in the level of the aquifer water table of from one to three feet per year for the next 20 years. That change in the level of water table could impact water quality due to an increase in dissolved minerals."

The stated reference I find on the above is *Nye County Water Resources Plan* (Buqo, Thomas S., August 2004). From the time the above was published until the present, the aquifer water table has dropped between 5 and 15 feet. By the time the airport is outfitted with a control tower in 2025 to accommodate commercial operations, the water aquifer will have dropped between 21 and 63 feet. Twenty-five years later in 2050, the water aquifer will have dropped between 46 and 138 feet. Unfortunately, the inexorable drop affects both a well owned by the airport or a commercial well (such as that owned by Utilities Inc. on nearby Antimony Street) serving the airport in addition to local residents.

Therefore, an airport-owned commercial well initially drilled to the appropriate depth (~500 feet), that will serve the airport for its entire life cycle, is the most cost effective choice.

Temperature

A.2.1 *Air Resources* (p. A-4)

A.2.1.1 *Climate*

"Climate in Pahrump Valley is characterized as a typical low-latitude desert climate with low precipitation and extreme variations in temperature. Based on information reported by the Western Regional Climate Center, average monthly maximum temperatures range from a low of 57.5 degrees Fahrenheit in January to a high of 101.2 degrees Fahrenheit in July; while average monthly minimum temperatures range from a low of 26.5 degrees Fahrenheit in December to 67.2 degrees in July."

I have collected high and low temperature readings each day over the years using a special thermometer, which retains maximum and minimum readings. The thermometer is affixed to the north side of my house in the shade. My house is north of Route 372 in the "cooler" section of Pahrump. I am providing the following

temperature data (in degrees Fahrenheit) to correspond to the timeframe of the most recent updates to your report for comparison purposes.

June 2007 [avg. mo. max 108.3]

S	M	T	W	T	F	S
					<u>1</u>	<u>2</u>
					108	111
<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
112	110	98	98	98	101	106
<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>
107	104	105	110	114	113	109
<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>
110	113	108	108	111	115	111
<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>
108	108	108	108	110	111	115

January 2007 [avg. mo. min 20.3]

S	M	T	W	T	F	S
		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
		25	28	29	20	30
						15
<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>
28	18	20	25	30	28	18
<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>
5	9	5	7	10	10	25
<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>
35	23	17	18	20	18	20
<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>			
20	23	26	25			

July 2007 [avg. mo. max 113.1]

S	M	T	W	T	F	S
<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>
118	118	117	121	121	117	117
<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>
117	113	112	108	110	112	117
<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>
112	114	109	110	110	110	110
<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>
114	110	108	109	110	114	110
<u>29</u>	<u>30</u>	<u>31</u>				
112	115	111				

August 2007 [avg. mo. max 105.5]

S	M	T	W	T	F	S
			<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
			108	109	111	111
<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>
105	98	99	101	102	103	103
<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>
108	111	108	108	110	109	108
<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>
103	102	105	106	103	107	109
<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>	
106	102	105	107	99	106	

May I respectfully suggest that maximum and minimum temperatures should continuously be collected near or on the proposed airport site from 2009 into 2010. Global warming profoundly affects desert areas more than other regions, and in the summer of 2010 (next year), temperature readings should continue to exceed previous extremes, beyond those, which I have documented above from my personal 2007 data files.

Wind

(p. A-5)...“During the winter months, high pressure conditions predominate resulting in west-to-east trending winds and precipitation patterns. During the summer months, low pressure conditions predominate, resulting in southwest-to-northeast trending winds and precipitation patterns.”

“The primary wind direction in the project area is from the northwest as suggested by data originally developed for Site B in 1987 from the University of Nevada, Reno, Nevada Cooperative Extension Office. Subsequent data collected from two anemometer sites within the immediate vicinity of the Site B and C airport layouts during 2005 and 2006 indicated the primary wind directions are from the west northwest and south southeast.”

Appendix B

Wind Analysis (p. B-2)

“...Recommendations for runway orientation refinements were prepared based on the analysis of wind data.”

“In the airport Master Plan study, and based on over one year of wind data collected at sites B and C between April 2005 and July 2006, the crosswind coverage for the runway alignments shown on attached Sheets 1 and 2, respectively, would be 95 percent or greater at both sites for crosswinds of 10.5 knots (12 mph) or less. The wind coverage for 10.5 knots crosswinds for the runway alignment at Site C was 95.1 percent for April 2005 through March 2006 and 94.6 percent through April 2006. Unfortunately, the wind equipment at site C was vandalized and two months of data were lost between September and November 2005. Based on the wind data collected at Site B for that two month period, the wind coverage for 10.5 knots crosswinds for the runway alignment at Site C would have been 95.6 percent between April 2005 and April 2006. The wind coverage for 10.5 knots crosswinds for the runway alignment at Site B was 98.1 percent between April 2005 and July 2006.”

“By the end of July 2006, both anemometers had been vandalized beyond repair.”

I was greatly distressed to read that your equipment had been vandalized. Since Pahrump residents have been experiencing increasingly destructive sustained winds in recent months, a wind study from 2009 into 2010 should be undertaken. The current

published wind data is seriously, if not dangerously, outdated. For both wind and temperature instrument placement, one or more of the new 110-foot power poles, relatively close to the site, may provide a safe and inconspicuous instrument mount in a useable location, since the primary wind directions are known. It certainly would not hurt to contact Tom Husted, CEO of Valley Electric Association at (775) 727-5312 or Fax (775) 727-6320, if such studies are reactivated to obtain the most up-to-date information in Pahrump's rapidly and unpredictably changing climate.

Appendix E Paving and Soil Study

C. Pavement Section

p. 12

"Even though the design aircraft today and for the foreseeable future is a 40,000 pound aircraft on dual gear, the extra cost of preparing the section to accommodate a 100,000 pound airplane on dual gear in the future is extremely small and will only require excavation of existing soils in a few minor areas throughout the site. It is, therefore, recommended that the grading of the site be performed such that the areas where the pavement sections are to be placed will be excavated where necessary to such a depth as to allow the full pavement section for a 100,000 pound aircraft on dual gear to be placed."

"..... When the 100,000 pound airplane becomes the critical aircraft, the pavement can be strengthened by merely placing a 2-inch overlay of bituminous surface. *As an alternative, the additional 2 inches of aggregate base course required for the 100,000 pound airplane could be installed during initial construction, and the airport would be prepared for the 100,000 pound airplane operations immediately after construction.*" (emphasis added)

Laying the foundation for the most versatile airport in the initial phase of construction is also the most cost effective choice in the long run. Therefore, the small additional construction cost in site preparation involving minor additional excavation of a few site areas and layering additional aggregate to achieve 100,000 pound capability immediately after construction is the best bang for the buck.

I have expressed my professional opinion replete with quotations from the subject reference for your convenience. Please contact me at the above telephone number or e-mail, if you wish to discuss my comments further.

Sincerely,



Judith E. Holmgren, aerodynamicist (retired)

cc: Messrs. R. John Sanders, Richard W. Schmidt: Aries Consultants Ltd.
16035 Caputo Dr., Suite C, Morgan Hill, CA 95037; (408) 779-5776 / 9052 [Fax]

ATTACHMENT

Table 2-3

**DISTRIBUTION OF BASED AIRCRAFT OWNERS
Pahrump Area
2003**

<u>Location</u>	<u>Aircraft 2003</u>	<u>Location</u>	<u>Aircraft 2003</u>
<u>Nye County</u>		<u>Clark County</u>	
Pahrump	17	Las Vegas	<u>2</u>
Bentley	4	Subtotal	2
Amargosa	<u>3</u>		
Subtotal	24	Total Nevada	26
		<u>Other States</u>	
		California	2
		Massachusetts	<u>2</u>
		Subtotal	4
		TOTAL	30

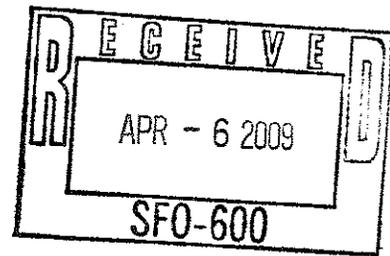
SOURCE: Nye County Tax Assessor

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END FAX

April 2, 2009

Doug Pomeroy,
Environmental Protection Specialist,
Federal Aviation Administration,
831 Mitten Road, Suite 210,
Burlingame, CA 94010.



Dear Mr. Pomeroy,

We would like to submit these comments for the environmental assessment on the proposed Pahrump Airport.

A 650 acre airport will have significant impacts to the Mojave Desert flora and fauna including the Pahrump Buckwheat and the desert tortoise., effect the character of adjacent wilderness areas in California- The Nopah Range Wilderness and the Pahrump Valley Wilderness. It will inflict noise and visual impacts on nearby Death Valley National Park and destroy the property values of near by residential areas.

Due to the high volume of potential impacts, an Environmental Impact Statement should be written instead of a weak Environmental Assessment.

Thank you,

Kevin Emmerich
Laura Cunningham
Basin and Range Watch
P.O. 70
Beatty, NV 89003
www.basinandrangewatch.org

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RECEIVED
APR 8 2009
SFO-600

Dear Sir -

April 7/09

Read The Latest Article on the airport,
Pahrump Valley Times - April 1/09

I see that only about 50 people attended
the meeting, did you wonder why such
a poor turnout?

We moved here in 97 and its been
interesting watching the different
Town Boards ignore the wishes of the
people. we voted down the airport,
but it didn't seem to matter to the
Board or to Charlie Gronda.

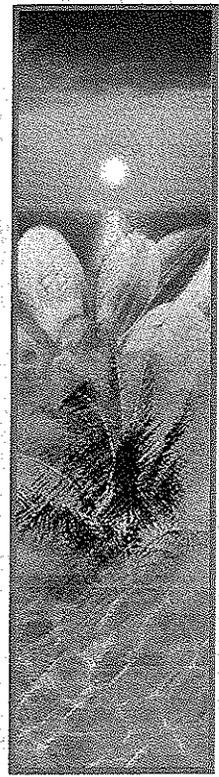
The different boards and Mr. Gronda just
went ahead with what they wanted.
and the wishes of the people weren't
important.

So Im sorry to say a lot of people
are discouraged and cant see any sense
attending the meetings.

We live off Thousandain and are
one of many that cant see any
use having a airport in the backyard.
and I have to say I find it very hard
to believe that it will bring in development
jobs and transportation.

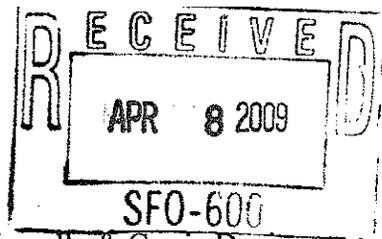
I realize that this letter will make no
difference to whats going on in our valley
but at least I had my say.

Thank you
Sandra J. Harp



Mrs. Sandra Harp
P.O. Box 4154
Pahrump, NV 89041





James, Louella & Carrie Davis

April 6th, 2009

2700 Avenue of the Stars

Pahrump, Nevada 89060

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010

Re: A LETTER OF PROTEST AGAINST PROJECTED NEGATIVE ENVIRONMENTAL IMACTS INHERENT IN THE FAA PROPOSED AIRPORT FOR PAHRUMP APRIL 2009

Dear Mr. Pomeroy:

I believe that putting a jet friendly airport close, or rather, adjacent to what we in Pahrump call the California Mountains in an area nicknamed the "wind tunnel" is a bad idea. There would be both a significant risk in safety for human and animal life and economic risk to homes and aircraft in light of the great mountain winds in close proximity that historically blow extra hard, periodically scattering tile roofs. These abrupt and forceful, whimsical, desert, salvo-like winds would hamper takeoffs and landings right where you want to put the airport. (Videos of commercial jets battling treacherous winds are available at <http://www.pahrump-life.org/>). And in any case I see no need for noisy smog producing jets to land and take off in the beautiful and peaceful Pahrump Valley and especially at an Airport bordering right up to Pahrump Valley Boulevard, near existing homes and commercial areas, as this one proposes to be.

I believe that putting an airport in Pahrump would ostensibly and suspiciously benefit only one industry that is now trying to elbow its way into our town. With a commercial sized airport near their proposed prison, CCA, Corrections Corporation of America could have a close, convenient and quick way to transport prisoners, as the Nye County eleventh hour, Zephyr Express, shoddily amended yet newly approved CCA Development Agreement conveys, contrary to the words spoken by CCA's PR, from **All** of the United States or anywhere in **The World**. CCA's Projected Pahrump Prison now can include among their prisoners terrorists to refugees to illegal immigrants to hardened criminals, from prison to prison; and, TransCor their prisoner transport company could charge accordingly and accordingly. And for one reason or another, our Nye County and Town governments and special interests, are only too happy to oblige unconcerned about the frequent transport of felons through town to and from the projected airport even after they have been given statistical evidence and legal cases of record exemplifying the high rate of escapes from CCA and Transcor again creating harsh environmental impact for the townspeople of Pahrump.

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I realize that some of the “powers that be” might be surprised or even unconcerned that a prison industry would use an airport’s services or that some chosen individuals may be looking forward to being a part of CCA’s misguided dream but also I realize that there is no guarantee that CCA will never use this proposed airport to transfer prisoners and personnel and supplies to theirs or other for-profit prisons in order to make a greater profit on our grubstake tax dollars. CCA is already discernibly working with the town, the utilities companies and waste management to create scenarios whereby the coffers or future revenues of the town, county or even possibly from the private services themselves would be invested in infrastructure for water, sewer, and power just to have what they claim to be the benefits of having a dungeon for dollars in our town and to finally realize CCA’s questionable promises of financial reward. They have already spent many thousands of dollars from struggling young folks and sick and hungry old folks just to finalize CCA’s piggy-in-the-pokey, so-called, Development Agreement, supposedly speaking for the people who are conversely speaking rejection of the prison. **So please will you take into account further negative environmental impact; realize our indignation at the thought of CCA not only endangering our lives and means of life with not only a dangerous and water-usurping prison but now also with a teaming noisy, dangerous, water-usurping airport to boot to support that albatross prison?**

The majority of the people are happy with Pahrump as a quiet friendly rural fun place to be, a place where you can still hear the bluegrass music in country quiet. **Who proposed pursuing this airport right now when the County and Town cupboards are all but bare? Why and by what circumstances is the airport being revitalized now? Didn’t Primm win the contract c. 2000 for the building of an air freight depot, thereby killing the plans for the building of an airport in Pahrump to lessen the strain on McCarran? To many of us the Airport has been a dead issue as of 2000.**

Aside from the proposed Prison, what industry in Pahrump has need for an airport that is jet qualified? Even if you think the town will grow into many new subdivisions and commercial areas (right now according to the Pahrump Valley Times, the population of Pahrump is in decline), an airport is still not needed because, if you really think on it again and review the acclaimed and most recent studies, you will find that they assert that prison towns are not likely to grow unless you count prison population and the Section 8 reentry and halfway homes that will accompany the prison. And that’s what CCA counts in their accounting departments.

When we townspeople win our fight against the existence of a prison in Pahrump, what use will your airport be, until the town grows naturally and has a bona fide, intrinsic need for one?

Why would we want a steady stream of black-smoke’s-arin’ 18-wheeler semi-trucks pounding the Hwy 160 pavement to and from Vegas when the ever-widening infrastructure to Primm is already in place and more conducive to both Las Vegas and Los Angeles abounding with freight to ship? Pahrump is an out-of-the-way retreat, a place for rodeos, festivals, pow wows, music, barbeques, equestrians, RVers, car collectors, motorcyclists,

cyclists, marathon racers, sports car racers, vintage car enthusiasts, quad riding enthusiasts, Old West enthusiasts, retirees, gamblers, partyers, resters, dream-home estate buyers and builders of first and second homes near Las Vegas, and the businesses that can thrive accommodating these kinds of interested people. A town built around a prison industry will nullify the fun business industry and its convolutions. Right now Pahrump is a place where people come to play. With an expanding prison and its counterpart cargo (prisoners) for shipping to and from an expanding airport, the few special interests would fill their pockets but at the same time contaminate and erase one of the rare retreats that people are looking for in America. Pahrump now is an escape from the woes of city living. It is away from the vortex of physical and mental noise and pollution, and abuse, and a deliverance into the restful open air. This is a basic human need. Get these other bothersome things away from us. There is a Great Basin out there. Build your interests there and wait and see if people other than prisoners, staff and airport personnel populate the surroundings. **We are grandfathered in; so why must we be the ones that have to get out of your way?** If you are for the prison, with its physical and economic risks and dangers mating with the noise and pollution of air transport of prisoners, prison goods and personnel, you are not for the health, safety and welfare of the citizens of Pahrump.

Manifest destiny is passé. And besides it's not nice. The world is changing hopefully in order to rekindle some of the happier environments of earthly past times, when humans could be humans with pristine air, water and food and with tranquility. Some of us have to speak for the wild. We Pahrump citizens are the only ones living here now. And as long as we live here, with us rests a responsibility as guardians of the high desert, and especially the Pahrump Valley.

The great artist Francisco de Goya said "The sleep of reason produces monsters." **By what reason are you putting so much hardship now on the existing families in the Pahrump Valley?** We keep trying to convince all, including government officials like the BOCC, The RPC, The Town Board, and fringe beneficiary organizations like the Chamber of Commerce and PAVED, and now the FAA, to use reason to support their actions. Using pure reason, give us some convincing un-waffled answers. I would like to see comment in writing from each and every one of the above-mentioned officials and private interests on the statements and questions I have raised here. We citizens **here** in Pahrump are tired and intolerant of being ignored by unreasonable people who will not even deliberate our issues before voting on actions. We as many in Pahrump have a vested interest in preserving the environment we selected after careful consideration. You can help the majority of the citizens of Pahrump if you will put your airport where it will impact and bother no one. I have spoken.

We agree with this letter written by Michael Scaccia

Respectfully Yours,

James, Luella & Carrie Davis

James Davis - Native American - Chippewa Cree Tribe



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Date APRIL 17, 2009

Number of pages 4 (including cover page)

To:

From:

Name DOUG POMEROY

Name Dick Hingson

Company Federal Aviation Administration

Company SIERRA CLUB

Telephone (650) 876-2778 ext. 612

Telephone 928-699-8366

Fax 650-876-2733

Comments Hard copy, along with the 8x17 color graphic (referenced in bold-faced paragraph near bottom of 2nd page) will be sent to you later this afternoon U.S. mail.



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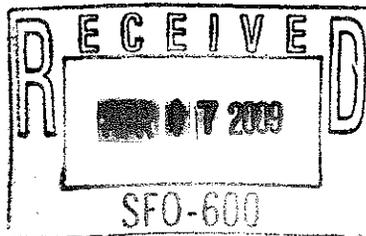
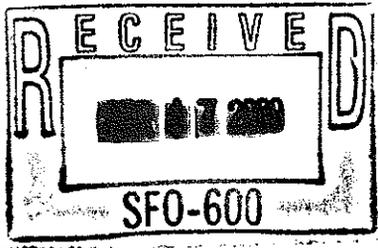


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National Parks and Monuments Committee
275 S. River Run, #3
Flagstaff, AZ 86001

April 16, 2009

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road – Suite 210
Burlingame, CA 94010

Transmitted by FAX: 650-876-2713

RE: Scoping comments: “Environmental Assessment for Proposed Airport Land Lease and Airport Construction, Pahrump Valley General Aviation Airport: Pahrump, Nevada”

Dear Mr. Pomeroy:

The Sierra Club’s national committee on National Parks and Monuments – after consulting with our Southern Nevada Group (of the Club’s Toiyabe Chapter) -- submits these comments in response to the FAA’s Request for Scoping Comments, on an Environmental Assessment for a proposed Pahrump Valley General Aviation Airport.

The Sierra Club is deeply concerned at the extraordinary proximity of this potential airport to

- Several BLM Wilderness Units in the California Desert, just over the state line from Pahrump Valley
- Death Valley National Park and its Death Valley Wilderness.
- Armagosa River Natural Area ACEC and the Armagosa River Project (Nature Conservancy)

Re the BLM’s Congressionally Designated Wilderness Units:

Particularly at risk from environmental impacts of the airport are

- Funeral Mountains Wilderness
- Resting Spring Range Wilderness
- Nopah Range Wilderness
- South Nopah Range Wilderness

Also, at serious risk from airport environmental impacts are Death Valley National Park, and its 3.1 million acre Death Valley Wilderness (90% of the Park's acreage).

Furthermore, the BLM's Amargosa River Natural Area ACEC and the Amargosa River Project (Nature Conservancy) are favored areas for passive recreational visits where the enjoyment/appreciation of extended, natural desert silence is of great concern.

Application of 49 U.S.C. 303 (c), re "constructive use"

The requirement under statutory provisions found in 49 U.S.C. 303(c) is unmistakably applicable to this project. Under these provisions, the FAA, under DOT, must work with DOI agencies, such as NPS and BLM, to protect conservation areas such as national parks, wilderness, and other, similar preserves. FAA has for some time known this, through recent, complex environmental documentation required for other area airports, e.g., St. George (UT) Replacement Airport; Mesquite (NV) Replacement Airport; Southern Nevada (Ivanpah) Supplemental Airport.

In the context of a proposed new airport (with its facilitation of new noise impacts and changes in aviation patterns), the FAA is required under 49 U.S.C. 303 (c) to actively work with NPS and BLM to prevent any harmful "constructive use" from aircraft overflight noise and/or visual impacts of aircraft, airport lights, etc., particular in re "noise sensitive" areas where natural quiet and opportunities for solitude should be maintained.

Uniquely Low Existing Natural Quiet Ambient Endangered

The natural quiet ambient on the California side, within the Death Valley National Park/Wilderness, BLM Wilderness, and other natural preserves, is *uniquely* quite low, and therefore particularly rare and valuable.

The reason is that the large R-2508 Military Restricted Airspace complex, plus several MOA's, is located just westward of the proposed airport, whose large airspace effectively and notably is thereby uniquely "cleared", from high altitude commercial aircraft overflight, and thereby from the associated noise.

Separately, we are submitting by U.S. Mail an 8 x 17 color graphic, which is a one-day (24 hours) plot of all high level IFR commercial overflight through this region on a random day in August, 2008. (derived from air traffic data available at <http://www.aaronkoblin.com/work/flightpatterns/wallpaper/southwest.png>)

The effect of R-2508 and its associated MOA's, is to exclude virtually all high-altitude air traffic. This continually preserves a very low Existing Natural Ambient, i.e., natural quiet, at the land surface beneath this military-controlled airspace, when compared against relatively nearby, "quiet" NPS units such as Lake Mead NRA, the Mojave Preserve, and the Grand Canyon National Park (which all experience considerable high-level aircraft overflight.).

We conclude that this brand-new, proposed airport could, in these special circumstances-- even more than otherwise-- present major adverse impacts, through its potential to suddenly enable previously absent *low-flyer* noise to impact the resources and visitor experience of congressionally designated Wilderness/Park areas, where "the imprint of man's work is to be substantially unnoticeable, and where people may expect to find outstanding opportunities for solitude or a primitive and unconfined type of recreation. The sounds and sights of overhead aircraft can greatly diminish people's sense of naturalness and solitude." (Reference: page 120-121, United States Air Force and National Park Service, Western Pacific Regional Sourcebook, October 2002.)

The Sierra Club further notes, therefore, that the apparent decision to initially prepare only an EA was suspect, considering that an *EIS* could have instead been initiated directly, as per FAA Order 1050.1e, Sec. 400a(3), that EA's are initiated only when "the action is not one known normally to require an EIS..."

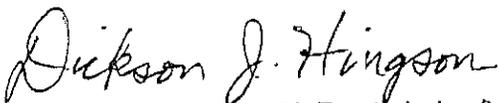
The FAA could, more efficiently, have thus made an alternative, preferable choice, to go directly to an EIS instead, and this decision should now immediately be made, as per Order 1050.1e: "Of course, *if the responsible FAA official anticipates that significant effects may result*, a decision can be made to prepare an EIS without first developing an EA" (emphasis added).

The FAA did make this decision more expeditiously in re its proposed Mesquite (NV) Replacement Airport, and in re the proposed Southern Nevada Supplemental Airport ("Ivanpah"). The need for FAA to proceed directly to preparation of an EIS for Pahrump Valley Airport is further illustrated by several points under Order 1050.1e, "Actions Requiring Environmental Impact Statements" (see Sec. 501b, three sub-sections as enumerated below) concerning:

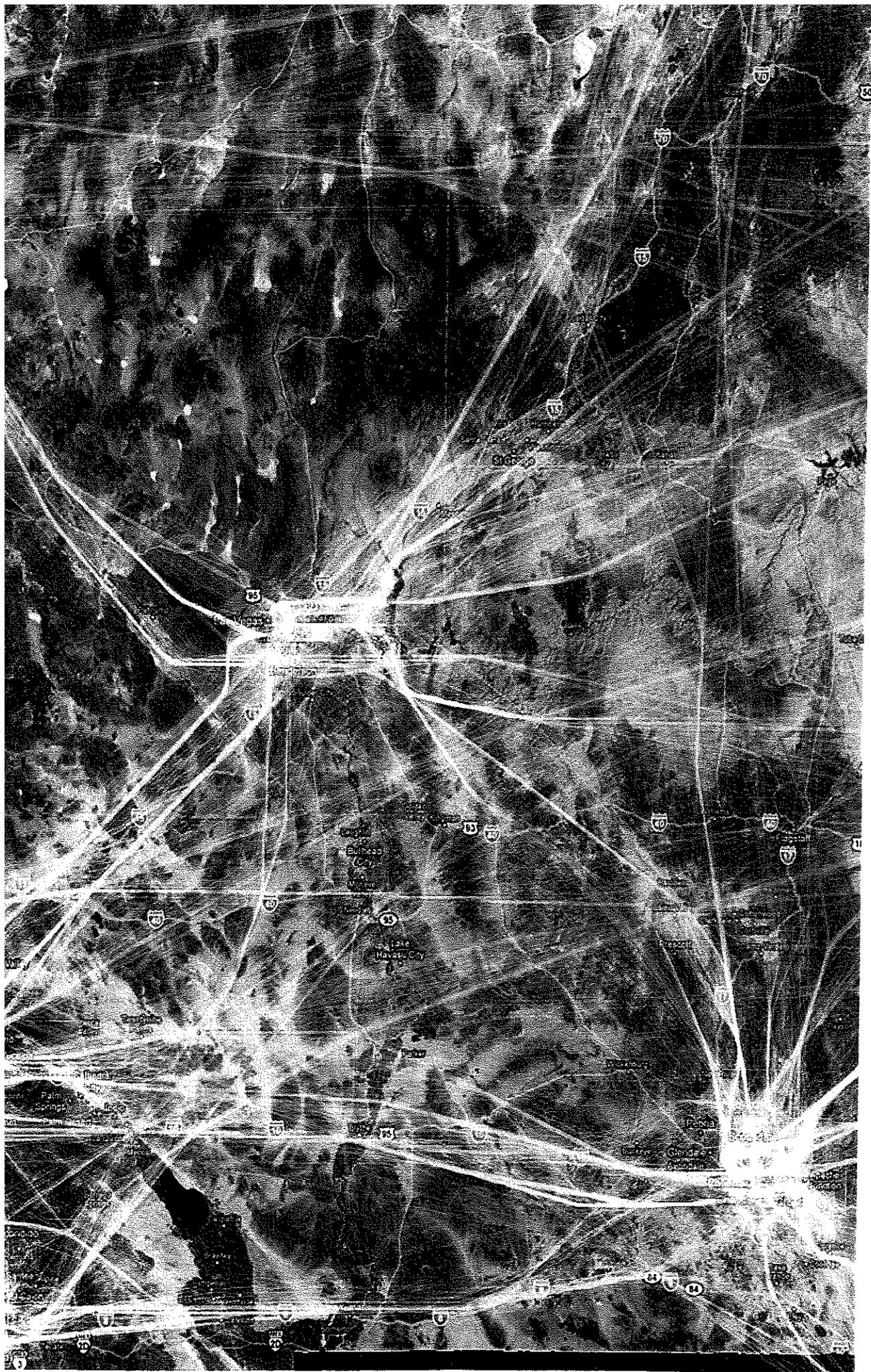
4. degree to which the effects on quality of the human environment are likely to be highly controversial;
5. degree to which the action may adversely affect sites... listed in or eligible for listing in the National Register of Historic Places;
10. whether the action threatens a violation of Federal... law (for example, such as discussed above, under heading: "Application of 49 U.S.C. 303 (c), re "constructive use.")

Thank you for the opportunity to submit these comments on behalf of the Sierra Club, and we look forward to your appropriate disposition. For questions, you may contact me at 928-699-8366.

Sincerely yours,

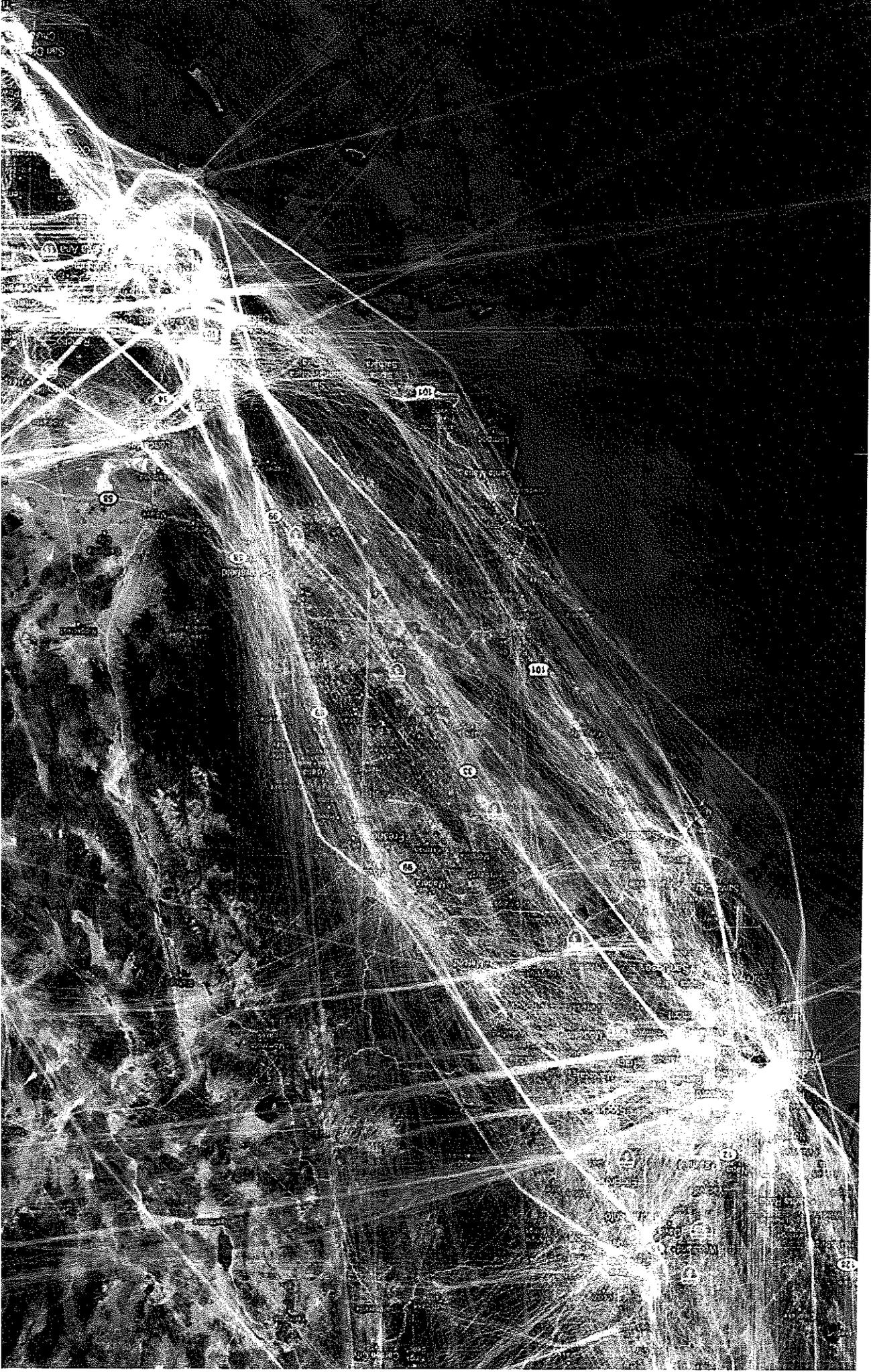


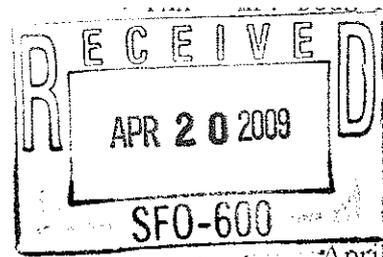
Dickson J. Hingson, Ph.D., Aviation/Noise Specialist



LEGEND:

Daily FAA Air Traffic Pattern over the Southwestern U.S., August, 2008, showing the two large Military Restricted Use Areas (flight-free zones for high-altitude aircraft), to west and north of Las Vegas.





April 20, 2009

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration (FAA)
831 Mitten Road, Suite 210
Burlingame, CA 94010
650-876-2778 / 650-876-2733 [FAX]

RE: Proposed Airport Land Lease and Airport Construction Pahrump Valley General Aviation Airport, Pahrump, Nevada; Pertinent Comment Period: March 16 – April 20, 2009

Reference: Pahrump Valley Airport Master Plan 2008 (Aries Consultants)

I would like to call for an EIS for the above mentioned proposal.

According to Pahrump Valley Airport Master Plan 2008, vacant land between the current western edge of town and the proposed airport will be developed as an industrial section. That will bring my concerns over water, air, HAZMAT, noise and light pollution in this pristine area.

Please include cumulative environmental impacts by the proposed construction of the Airport and the proposed development of an adjacent industrial park to nearby Ash Meadows National Wildlife Refuge, Death Valley National Park Unit of the Devils Hole Area and the Nopah Range Wilderness in the Environmental Impact Study.

I camped out at Ash Meadows National Wildlife Refuge recently and saw Phqinoepepla, Bighorn Sheep and various pupfish. Please make sure to investigate any impacts the proposed airport might have on these rare wildlife. I also learned that propagating Devil's Hole Pupfish outside of their natural habitat has been unsuccessful and therefore protecting their natural habitat is very crucial if we don't wish this Federally listed endangered species to become extinct. Please make sure to conduct a thorough water table impact study on what effect the proposed airport might have on the Death Valley National Park Unit of the Devils Hole Area.

As an avid hiker living in Clark County, I've explored the area often. I frequently stumbled upon Native American cultural sites in the vicinity of the proposed construction. The fact that there are abundant Honey Mesquites suggests that there may be an abundance of Native American prehistoric cultural sites in this vicinity. I request a thorough survey and investigation of cultural sites in the area. In addition to concern over prehistoric cultural sites, I was told by Southern Paiute elders living in Pahrump how they used to gather Honey Mesquite beans for consumption. Although their daily diet has long been replaced by western food, gathering, processing and consuming Honey Mesquite beans are part of their heritage, tradition and culture as well as a tie to their ancestors. Please carefully examine cultural and spiritual harm the proposed construction (both the airport and the Industrial Park) might cause by altering or diminishing existing Honey Mesquite groves.

Yuki Takagi
2740 Mona Lisa Henderson NV



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



April 20, 2009

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, California 94010-1303
Phone 650-876-2778 x612

Re: Draft Environmental Assessment
Proposed Airport near Pahrump, Nevada.

By fax to 650-876-2733
(Word file available on request)

Dear Mr. Pomeroy:

Thank you for the opportunity to comment on the scope of the subject DEA. Our group includes the nearby communities of Shoshone and Tecopa, as well as Death Valley National Park and the nearby wilderness areas in California. The Sierra Club has a long involvement with this region. Many members reside in the area, and many others are regular visitors.

Introduction

We are not opposed to reasonable levels of general aviation that would contribute to economic diversity, but the following issues in particular need detailed consideration.

- Need for the planned airport when there are others nearby.
- Competitive and lower impact alternatives, such as use of the existing airports.
- Direct and cumulative impacts of aircraft and other noise on local communities and public lands.
- Details of all expected air traffic and routes, with the maximum number of flights on each route, especially over neighboring communities, public facilities, and public lands, especially national parks, monuments, and wilderness areas.
- Direct and cumulative impacts of the increased air traffic, visitation, and growth on water supply, water quality, and air quality, solid waste disposal, auto traffic within the neighboring areas.
- Quantitative evaluation of the efficacy of any proposed mitigations.

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 analyses are fundamentally flawed. Alternatively, if forecasted activity levels are used instead of maximums, those levels should become legally enforceable as maximums.

Aircraft and Other Noise

We are very concerned about the noise impacts of low-flying aircraft over Death Valley National Park and neighboring wilderness areas as well as the impact of vehicular and other noise produced as a result of this nearby airport.

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. 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. The projected number of flights at the Pahrump airport will not be 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 public lands, and wildlife.

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 over Local Communities and Public Lands - The DEA 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:

- School
- Greenwater (baseline area)
- Shoshone
- Tecopa
- China Ranch
- Furnace Creek
- Badwater
- Telescope Peak (summit)
- Nopah Peak *summit)
- Anargosa River near Death Valley Junction and China Ranch (also Shoshone and Tecopa)

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. 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 11,000 feet.

Clearly the noise issues cannot be addressed without a complete plan for the routes and aircraft types to be flown. Aircraft routes must be established to prevent flying over sensitive areas before the noise analysis can be completed.

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 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). 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 DEA:

"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 and their surroundings, 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. 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 DEA should list and qualify psychological impacts on backcountry users exposed to hours and/or days of unmitigated, unceasing and increasing overflight noise.

Airport-Induced Vehicular Traffic

The DEA needs to provide a credible analysis of all vehicle traffic, including that induced by increased visitation and growth.

Cumulative Traffic Impact Between and Within Communities - The DEA needs to provide a quantitative analysis of all traffic resulting from increased visitation and growth.

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

Airport Operations

Some aspects of airport operation will affect the neighboring California area.

Fuel System and Supply - The DEA 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. The DEA 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.

Water Supply - The need for an increased supply of water for human use and fire protections should be evaluated, including impacts on groundwater levels in the Shoshone area.

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

Airport-Dependent Growth - The DEA needs to quantify the growth expected as a result of the airport. The analysis must include growth in needed infrastructure and services such as schools, health facilities and services, and the like. The DEA 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.

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Cumulative Emissions - The DEA needs to compute the cumulative emission, not only from the airport, but also from the effects of increased visitation and growth within the affected communities. Sources should include, but are not necessarily limited to:

- Aircraft
- Airport service vehicles
- Fueling emissions, including averaged spills
- Developments at the airport
- Existing and increased highway traffic (more deliveries, more local traffic).
- Increased local traffic, wood burning and propane use, service vehicle use and other emissions in the towns as a result of increased visitation and growth.

Toxic Emissions - The DEA should contain an estimate of toxic emissions resulting from air travel, increased visitation, and growth.

Water Quality

The DEA needs to consider quantitatively the risk of contamination by carcinogenic pollutants of the water. 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 DEA 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. The wetlands north of Death Valley Junction are the site of a wildlife refuge. The Amargosa River was recently designated as a Wild and Scenic River.

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. The DEA needs to make a complete estimate of spills and leaks, including spills from trucks bringing fuel to the airport.

Fuel Dumping - The DEA should provide an estimate of the frequency of dumping and the composition and quantity of contaminants dumped.

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

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

Historic, Architectural, Paleontological, Archaeological, and Cultural Resources

The Area of Potential Effect (APE) in the DEA should not be limited to the neighborhood of the airport itself. The additional visitors and new residents will certainly not spend all their time at the airport. The APE needs to be expanded to cover the eastern area of Death Valley National Park, including the canyons served by roads and trails. This area is extremely rich in artifacts..

The DEA needs to consider the effects of increased visitation and growth in the wider region.

Endangered and Threatened Species and Other Wildlife Impacts

The DEA should examine the impact of the airport on endangered and threatened species, particularly the Desert Tortoise, but also other species in the area. Note that noise measured in DBA is limited to the frequency spectrum sensed by the human ear. Evaluation of the effect of noise on wildlife should consider their ability to hear a wider frequency range.

Wild and Scenic Rivers

The Amargosa River near the proposed airport has been designated as part of the Wild and Scenic River System. The single-event noise from a Citation 550 on approach is 80 dBA at a distance of 6500 meters, or four miles (AC 36-3H). The river section in question is only two to three miles away. At two miles, the noise will be almost 86 dBA. This is hardly "inaudible." For a glide path distance of 5 miles at a 3-degree glide slope, the altitude above the airport elevation is only 1382 feet, and an aircraft at that altitude will certainly be both audible and visible. The DEA needs to provide a credible analysis of noise impact at the Amargosa River from at least Death Valley Junction to China Ranch.

Energy and Natural Resources

The DEA needs to consider the impact on energy needs not only at the airport itself but also throughout the region as a result of increased visitation and growth. The conservation measures needed to improve air quality will influence energy needs.

Light Emissions

Light emission will disturb visitors in the nearby park, wilderness, and river areas. The DEA should evaluate the effects of growth on light emissions at the airport and in the entire region.

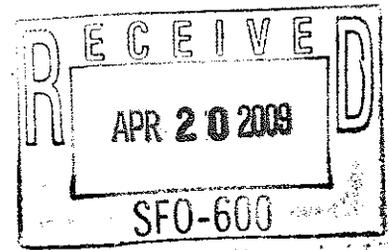
Conclusion

We believe that the sensitivity of the nearby park, wilderness, and river areas, plus the complexity of the indicated analyses, require the generation of an Environmental Impact Statement. This airport will be too close to these sensitive areas for successful mitigation, and a more distant location should be considered. We hope that the FAA will take appropriate action to assuage the concerns expressed above.

Sincerely,

W. Malcolm Clark, Chair
Range of Light Group
Toiyabe Chapter
Sierra Club
760-9340338

PEARL WEST
PO Box 9466
Pahrump, NV 89060
Tel: 775.537.1135



April 20, 2009

BY FAX 650.876.2733

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration (FAA)
831 Mitten Road, Suite 210
Burlingame, CA 94010

Re: Proposed Airport for Pahrump, NV

Dear Mr. Pomeroy:

I have thought long and hard about why we need an airport in Pahrump.

Our population is decreasing. There was a time Pahrump's population was booming; we were expecting thousands of people to come to Pahrump. Then the economy yelled "halt" and all production stopped. Then, foreclosures galore occurred and our population has gone down over 3% in the past year.

There was a time when our town and our County had money. Yucca Mountain, which was responsible for much of the money in PETT (Payment Equal to Taxes) funds, is now nigh on to stopped. Our County is projecting a shortfall budget of \$1,000,000.00 (One Million Dollars) for the upcoming fiscal year, and a shortfall of over \$4,000,000.00 (Four Million Dollars) for the year after that. These projections were based on estimated PETT Fund figures which were prior to the cutbacks to Yucca Mountain. Therefore, the projected shortfalls will probably be even higher.

And where is our town going to get the money from? The town will be responsible for 5% of the construction costs. Our Town will be responsible for maintenance and operation of the airport and the leasing of land at top dollar value. The scoping meeting only referred to Phase I of airport development. The airport, upon completion, is projected to go from the California border to Pahrump Valley Boulevard and from Gamebird to Thousandaire. It is projected to take 100,000 pound airplanes. What is a 100,000 pound airplane? That's a 757.

Why do we need such an airport? Airports are built for transportation, either of people or cargo.

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration (FAA)
April 20, 2009
Page 2

For people? Pahrump's population is declining. But even if the population were steady, a population of less than 40,000 does not support such an airport. We certainly would not puddle jump to Las Vegas when we can get there faster by driving and not having to go through airport rigmarole. So where are those passengers that will support the airport? There is a prison proposed for Pahrump, and that prison is allowed to take prisoners from anywhere in the world. Are those the passengers? Is this airport being built for the convenience of the prison? I would certainly resoundingly say no to any such airport.

For cargo? The McCarran Airport cargo contract went to another town. That is why the airport for Pahrump was put on hold a few years back. Cargo? We do not have sufficient industry for that much cargo. Build it and they will come? That's what we did with the subdivisions. We built them and the people did not come.

We are told we will make sufficient money by leasing out hangars. Where will these people come from? Pilots in Pahrump already have hangars and they own the land upon which these hangars stand. Why would they rent spaces when they already own spaces?

We are told that fuel will be available. Are you serious that the present-day pilots will be using that much fuel that we can support maintenance and operation of an airport that these very same pilots will not even be using?

Where is all this money going to come from in a down-turned market? Pilots tell me that this money is from fees that they pay that can only be used for air-related projects. I believe that there are more worthy air-related projects.

In addition, there are at least two other private projects on the drawing table for airports. Why would we need four airports in Pahrump? Especially when most, if not all of the local pilots own their own airstrips?

As to the location of the airport, is the only reason it is being sited at the suggested location because that's where the Master Plan put it? That's an inadequate Master Plan. An airport should be sited near a major highway, near a population center. It should not be sited in a remote corner away from a thoroughfare. It should not be sited at a low point right next to a dry lake bed. It should not be sited right next to a wilderness area (California designated). It should not be sited next to our local gun range. It should not be sited in an area of ecological interest. It should not be sited in one of the windiest spots in a windy town.

I understand that you will tell us that you will do studies so as to do the least disturbance to endangered or threatened species of plants and animals.

Mr. Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration (FAA)
April 20, 2009
Page 3

And, we have precious little water. We do not wish to use it for a designated few at an airport. An airport is a high water usage industry. We would prefer a low-water usage industry. We would prefer to use our water for people who want to move to a rural desert and keep it that way.

And, most of all, what about the people who live here? Those of us who remain, are retirees, recluses, nature lovers, etc. We have come to this rural existence because of the quiet solitude Pahrump offers. We have come to this valley for rest and relaxation. We have come to this valley for health reasons. We are currently a low-stress-level community. In other words, the more citified we become the more stress we will be forced to endure.

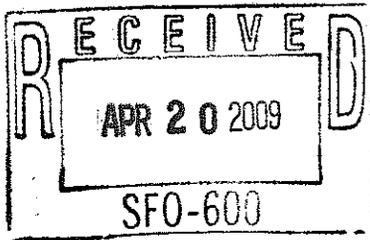
We do not like the smell of high-power airplanes. We do not like the sound of high-power airplanes. We do not like high-powered lights in our beautiful nighttime skies. We do not like the disturbance planes and airports will create to our peace and quiet as well as to the peace and quiet of our horses and our wildlife. We enjoy our life as it is and that is why we moved to Pahrump. The great majority of our population did not move here to turn Pahrump into a city. We moved here to get away from a city.

So, all things considered, I must say that I oppose this airport being built now, in a down-turned economic market with a very unstable future. And with our population in decline, an expenditure of this type could bankrupt Pahrump.

All the best,



Pearl West
Pahrump Resident



April 16, 2009

Dick Vezzani
310 E. Calvada Blvd.
Pahrump, NV. 89048

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Doug Pomeroy
Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Rd. #120
Burlington, CA. 94010

Dear Mr. Pomeroy,

Airports are the life blood of areas like Pahrump. Pilots love to fly to special gathering to discover the country.

I remember flying to Prineville Oregon with my father in a single engine aircraft to a fly in gathering. It was fun seeing the pilots the aircraft and the community. A community that I came to really like. The community has grown since that trip in 1948 and become a wonderful recreation and business place in Central Oregon. The distance from Redmond Airport to the surrounding communities is quite far.

Pahrump is a very unique place. Great weather and a fully boxed in valley. Yes there are differences from the North to the South ends of the valley. That isolates it from Las Vegas. One highway serves it from just South to North by truck or other vehicles. No railroad or other means to tie Pahrump to the rest of the country and we do have snow problems from time to time on the shortest distance to Las Vegas.

An airport here could really improve the community of Pahrump and in nearly every case would never be closed by snow. Open it up to the industry that could support the growing population with the best possible types of business. Technology is wonderful, but people still like personal contact. The airport would cut travel time greatly.

In your position I must mention the environmental things that seem to stop a lot of progress.

In 12 years here I have seen one live tortoise on highway 160. I have seen one tortoise shell in the desert on the west side of the valley. It was a whole shell with nothing inside the shell. I have walked miles in the desert and have never seen a tortoise. There are fewer coyotes too.

I have seen the burros and horse's that get moved because of over population and over eating the existing vegetation.

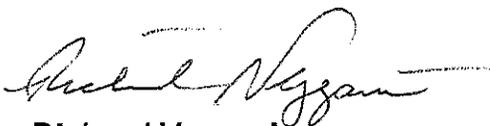
People complain about change but most of the change is created by our desire to have more. More space, more freedom, more of someone else doing what they should do. Kids and adults won't even pick there own garbage. That is a job for someone else to do.

At 70 years old I have taken Boy Scouts, Girl Scouts, young youth groups, older folks into the woods, to the sea shore, to big towns, national parks and things that attract them, so that they could see the benefits of these areas. Death Valley is a good example and it has an airport that serves guests and business's. Why should Pahrump not have an airport?

All I see and hear is folks that want their ideas to govern the way nearly everyone else would like to be allowed to see things change and in my opinion for the better. So please see that this airport project is brought to Pahrump as soon as possible.

As I said, at 70 I don't have forever and MASA might have to come and rescue me someday and return me to Pahrump. I would sure like the chance to land in Pahrump rather than Las Vegas and then have a vehicle bring me back to the hospital or the funeral parlor for the end of my life.

Sincerely



Richard Vezzani

Pahrump Alliance for Valley Economic Development

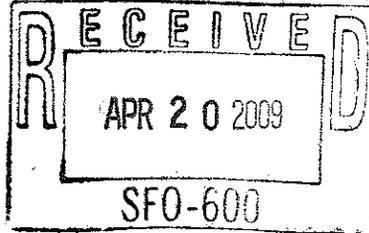


Paving the way forward for Pahrump Paving the Way Forward for Pahrump Paving the Way Forward

Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road, Suite 210
Burlingame, CA 94010

April 17, 2009

Dear Sir



Re : Scoping Comments regarding Environmental Issues of Concern
Pahrump Valley General Aviation Airport.

We write to share our support of the Pahrump General Aviation Airport project.

On investigating the information provided and knowing the location where the airport is to be sited. We are not aware of any environmental concerns. We are confident that all the correct agencies will undertake relevant studies and that the people & the wildlife of town of Pahrump will be adequately considered in their findings.

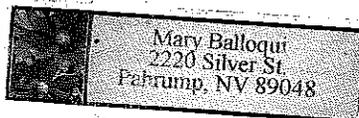
Site C would appear to be the better location for the run way, to follow the state line. This we believe would also leave a bumper zone, should the run way ever require to be extended.

We are also looking to the future and to the positive economic impact that this development will give to the valley.

Yours sincerely

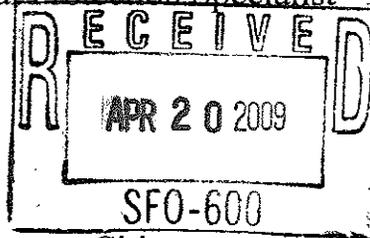
pp Mary Balloqui

PAVED, INC.
pp Paula Glidden, President
& Board of Directors



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To: Mr. Doug Pomeroy, Environmental Protection Specialist
Federal Aviation Administration
831 Mitten Road
Suite 210, Burlingame CA 94010
4/3/2009



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From: Kyle McKelvey-Concerned Pahrump Citizen

Subject: Scoping Comments Regarding Environmental Issues of Concern for Proposed Airport Land Lease and Airport Construction Pahrump Valley General Aviation Airport, Pahrump, Nevada.

I am also concerned that the Federal Aviation Administration believes that construction of an Airport that will affect numerous people, resources, and future generations would consider this under an Environmental Assessment by assuming that there are no significant impacts.

Your site alternative is not really an alternative. Just moving the location a half a mile has the same affects to all the affected environments. The ground disturbance albeit very large is the least of the problem with an airport.

There are normally several ways to achieve the end result, but since we have no idea what the objective of this airport is, how can the public or the person developing alternatives explore other ways to meet the transportation problem that this project is suppose to solve. What are the goods and services for this Airport?

First question is the validity of the agreement with the Town Pahrump for the Airport Improvement Program Grant funds under which this study is to be conducted.

Under the grant application program it states that the program is for proposed or existing airports that are SIGNIFICANT to NATIONAL air transportation. I find it very difficult to believe that this general aviation airport would be significant to national air transportation. I will look for this argument in the assessment. Not sure if the town is proposing to finance the construction and operations of this airport. In the application for the grant, who is the official representative and how have they proved that they have sufficient funds for this project. Where are the funds coming from?

Need a cost estimation broken down to; Town, County, and an already strained Federal Aviation Administration (or again ultimately the tax payer).

It is not clear who is actually benefiting from this airport. Why is this one of the selected general aviation airports. A comprehensive benefit cost analysis should be conducted to show the community who is ultimately responsible for construction and maintenance and operational costs. Operations and maintenance is expected to rise rapidly due to a highly regulated operation such as an airport. (The community may want to know this)

Under OMB direction-a cost/benefit assessment should be completed since benefits and costs of proposed governmental actions has significant distributional effects such as cross subsidization between user groups, or subsidization by others including the general taxpayer is anticipated or where one group or groups is anticipate to gain significantly while others bear the costs. (I am not sure which one of these apply, since there is no explanation in the scoping notice)

What benefit estimation techniques will you employ?

Efficient regulations require that these costs be carefully weighted against benefits they are expected to achieve.

In the Scoping Notice there was no list of objectives for this airport. Purpose and Need? Given Primm airport project and several airports in the area, including one that is for sale on the north end of Pahrump. What is to be served by this new airport? Would be interested in these larger corporate business turbojets. The brothels already have airports.

Jackass Aeropark in Amargosa was/is? a publically-owned airport, that was managed by the Nye County Board of County Commissioners and was closed for reasons unknown. Public funds went into extending the runway to 6,000 feet and it was abandoned. There is a 1.2 mile paved runway that is 130 feet wide and some improvements; a hanger and tie-downs. Why would we put more public money into an airport when it has been shown that they are a waste of tax payer funds. Please explain why this existing site is not an alternative.

What is the real cost to the public that has invested in purchasing property that was not on an airport approach/departure or any planning document at

the time of purchase; Costs- including safety, engine emissions, noise, light pollution, and contamination of ground water from runoff from airport.

Most FAA investment projects, AIP grants, and regulatory actions are intended to reduce the costs of air transportation.

Since a major responsibility of FAA is to reduce the incidence of risk of death, personnel injury and property damage which results from air transportation accidents-Why would FAA even consider an airport surrounded by existing homes. Is this really risk reduction?

Under the safety issue-would like to see departure taxi, take off, climb out, enroute cruise, descent approach landing and arrival taxi components including duration.

Rate of accidents for similar airport surrounded by homes (North Las Vegas Airport comes to mind).

Concerned with risk of turbulence accidents-have studies been done on wind direction and orientation of landing and where that route places the enroute. The longer the enroute the greater the exposure to risk.

What is the expected number of accidents that can be expected to occur from modeling.

What is the noise footprint. Was there a noise compatibility planning for current need (if there is a need) and for 2025? Hours of operation and cumulative impacts.

Where if any communication facilities be located?

Roads, this will increase traffic on both Gamebird and Thousandaire. The town can't even get traffic lights on existing roads how will they manage increased traffic?

Who will be responsible for emergency fire response.

What will happen to land if you do not build an airport by 2025. Is this a land grab?

Is this site you located even in the jurisdiction of the Town of Pahrump?

You have sighted this airport in one of last remaining Mesquite Bosques left in southern Nevada. Only 2% of this habitat is left. Golden Eagles, long horned owls and a variety of migratory birds use these Bosques for year round habitat and for important seasonal resting areas for large numbers of mountain bluebirds, buntings, and other high elevation birds that need to get to the lowlands during the winter or on migratory bird journey to the south for nesting.

You have sighted this airport next to a Wilderness.

You have sighted this airport next to 500kv powerlines.

Water use-Pahrump is a closed basin. With limited water resources in the area, is this the best use for economic development for Pahrump.

What is the expected capacity? Including expansions?

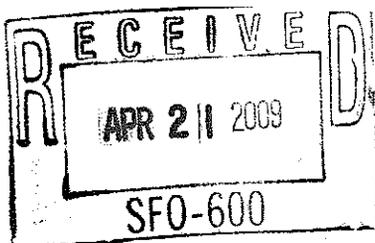
Light pollution and light trespass for residents.

This decision will have long lasting impacts on land use. Impacts to local recreation in the area and quality of life.

Air space restrictions? Local folks use this area to fly-hot air balloons, parasailing, fly small remote planes and walk their dogs.

Again the leadership in the Town of Pahrump is way off mark.

/Kyle McKelvey/



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

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April 19, 2009

RE: Proposed Airport Land Lease and Airport Construction, Pahrump Valley General Aviation Airport, Pahrump Nevada

Dear Mr. Pomeroy

As President of Desert Survivors, I am submitting the following comments to the Federal Aviation Administration concerning the proposed Pahrump Valley General Aviation Airport designed to be built on federal public lands near the town of Pahrump, Nevada.

Desert Survivors is a non-profit desert conservation organization based in Oakland, California. Desert Survivors has an interest in public lands adjacent to the proposed airport referenced above. Desert Survivors leads educational and recreational excursions on public lands close to the proposed airport, such as the Bureau of Land Management's *Nopah Range Wilderness*, as part of its responsibility as a public benefit, non-profit corporation. In its role as steward of desert public lands, Desert Survivors has led several educational and recreational trips to this Wilderness Area and others, and desert lands nearby in both Nevada and California. Our members have participated in monitoring activities and service projects on public lands nearby. Desert Survivors has an interest in seeing our nation's public lands, both statutory Wilderness and non-Wilderness, continue in a natural and pristine condition. In the conductance of its educational and scientific activities centered on desert lands, Desert Survivors has a direct interest in the survival and welfare of threatened and endangered species found in Pahrump Valley and surrounding mountains, most specifically the desert tortoise. Desert Survivors has 745 members.

In addition, Desert Survivors is keenly aware of our nation's drastically reduced capacity to function economically. Any waste of federal funds for frivolous purposes directly impacts our nation's ability to care for its public lands, its wildlife, and its general population. Budget cuts to the United States Interior Department have reduced public lands managers' ability to protect our endangered species and our endangered desert ecosystems. For this reason we are commenting also on the project's economic viability.

Desert Survivors submits the following comments:

1. The proposed airport is slated to cost \$33.7 million and will physically damage more than one square mile of public land owned by the people of the United States of America, as well as a much larger air space in which noise, toxic pollution and visual impairment will be profound. This is reason enough for a full impact statement, both economic and environmental. A simple Environmental Assessment will be inadequate to address and fully air all concerns. Desert Survivors demands a full economic and environmental impact statement.

2. Our American nation is bankrupt. Expecting federal taxpayers to pay 90% of the cost of an elaborate facility such as this for the 5000 residents of Pahrump is pure folly. The Notice of Proposed Action describes the project verbally and diagrammatically, but no *purpose and need* is identified. It's as if this project suddenly appeared, like a large toxic mushroom after a cold Spring rain. Thirty hangers are proposed to be built to store airplanes that will use the facility. That's \$1,123,334.40 per plane. These must be some very important airplanes (read: "people"). It should be remembered that Pahrump is a town that in recent years actually voted down a proposal for a municipal sewer system! In public testimony in March residents spoke against paying even the 10% local share of costs, giving "no need" as evidence. This huge subsidy for what is essentially a large white elephant is unwarranted. If a town as large and prestigious as Las Vegas can't keep its casinos full, how will Pahrump be able to fully utilize a large and expensive airport such as this?
3. Calvada Meadows Airstrip nearby is a viable airport that receives little use. It is located in an already impacted part of the valley, and could be modified to allow community access. Its substitution would not require a huge federal subsidy, or the massive transfer of federal public land to private purposes, as is envisioned with the current project. This site should be analyzed in the EIS.
4. Hidden costs to the community are incurred when a large boondoggle like this is pursued. These costs include vehicular traffic, population growth leading to a taxing of community services, changing economic dynamics such as the proliferation of expensive ancillary projects that feed off the initial layout, increased payoffs to politicians that change the dynamics of community power, and changed demographics that can affect property values. These impacts must be included in the EIS.
5. Environmental impacts abound. The entire valley is habitat for the desert tortoise, a threatened species since 1994. Huge allocations of cash have been set aside in both states to transfer tortoises and to secure desert lands for their preservation. The airport site is known tortoise habitat. The placement of this facility in the heart of the valley will directly impact the tortoise. A low level mesh tortoise fence around the facility would have to be built to protect tortoise habitat from trespass, but such a fence could also alter tortoise reproduction habits and feeding. Increased public use of the area would also impact the tortoise. The reduction of tortoise habitat is a federal offense, an act that should not be promoted by the FAA or by the BLM, the manager of these federal lands.
6. Any construction in this part of Pahrump Valley would have to take into consideration the nearby *Nopah Range Wilderness*. This Wilderness Area was created by the federal Congress in 1994. Its eastern boundary conforms to the California-Nevada State Line. Five other Wilderness Areas in California lay within twenty-five miles of Pahrump, and the Spring Mountains and Mount Sterling are to the east. These facts are not referred to at all in the FAA's notice. It's as if the FAA did not know that these Wilderness Areas exist. How can a federal agency located in the State of California not take into account protected federal land in California while reviewing a federally funded facility right across the state line? The mind boggles. Impacts to these Wilderness Areas and to adjacent federal lands in both California and Nevada must receive top priority in the FAA's planning process.

7. In this federal Notice of Proposed Action, the federal agency that governs the land, the Bureau of Land Management, is hardly mentioned. That agency is not invited to present input on its management of federal lands in California and Nevada, information that must be taken into account in the consideration of this project. Addresses, phone numbers and e-mail addresses of involved BLM offices are not listed on the notice. This is a glaring error. Citizens need to know facts on these public lands and should be urged to offer comments to the BLM as well as the FAA. The FAA governs the air, the BLM governs the ground.

8. The alternatives presented are limited and faulty. "Site C" is proposed to be built right along the border, thus directly impacting the *Nopah Range Wilderness Area*, two inches away on the other side of the state line. "Site B" is a mile away. No reason is give for the siting of either. Meanwhile, what happened to "Site A"? Where is it? It looks like "Site A" was rejected before the public even had a chance to consider it. This is bizarre. No other sites are offered in other parts of the valley, and the refurbishment of other airports in the area are not considered. Other alternatives must be added and examined in an EIS.

9. No noise considerations are referred to in the notice. Decibel levels at take-off and landing are not given. Nationwide, airport noise has been grounds for numerous lawsuits involving property values, mental health considerations and ongoing sleep disorders, along with a variety of other issues. Noise levels must be part of the EIS. Noise analysis must take into consideration impacts to users of the nearby Wilderness Areas as well as that of local residents. Silence is an integral part of the wilderness experience and in a remote area like Pahrump Valley, it is essential. Many residents as well as Wilderness users have come to the valley to get away from urban noise. This airport will bring the noise of Las Vegas and other industrial cities to the rural zone of Pahrump and its adjacent countryside.

10. No figures are given for exhaust pollution and other industrial hazards. It is known that the take-off of airplanes spews considerable toxic substances into nearby air. This also has sparked lawsuits from users of public lands as well as community members. These toxins must be identified and analyzed in the EIS. Given the technology of air travel, it is not likely that they can be mitigated.

11. In a remote area like Pahrump Valley, visual pollution is also an issue. People come to the valley to enjoy its rural character and to absorb the "wide open spaces". Clutter like a big new airport and the large number of planes taking off and landing would be a significant degradation of visual ambience and a major contribution to visual pollution. Ancillary development built up around the airport would add to this pollution, especially in this part of the valley, which is dominated by open space and the Wilderness Areas. This airport would be better located in Las Vegas, which is already polluted by toxics, noise and visual blight.

12. In a remote area like Pahrump Valley, light pollution is an issue. As with noise, so with night lights. People come to the valley to enjoy its rural character and wide open spaces. Part of the pleasure of camping in the area and living in the town is the ability to get away from irritating light pollution, something that nearby Las Vegas is notorious for. The ancillary development built up around the airport would add to this pollution as well. The lights are also expensive, and unnecessary energy use is something our nation will have to avoid from now on, as we move toward energy scarcity and deeper bankruptcy.

13. The "operators" for whom this project is being built are not identified. Every large project promoted for construction with federal money is designed to benefit a certain individual, corporation or constituency that is promoting it behind the scenes. The persons who are to be benefitted by this are not identified. Are they hotel owners, corporate bigwigs, the Las Vegas mob, certain political factions, certain well-connected wheeler-dealers? These individuals and combines must be named so that citizens can evaluate the impact of the project built with their money. It has even been suggested that overflights of Death Valley and other desert areas with planes full of tourists is the real motivation behind all of this. These "operators" must be identified and exposed in the EIS. Since no *purpose and need* is given in the FAA notice, it must be assumed that there is a constituency that wants this. Who might that be?

Thank you for the opportunity to comment on this important issue. Add Desert Survivors to your notification list for this and any similar actions with the potential to degrade public lands and/or our nations' fragile economic position.

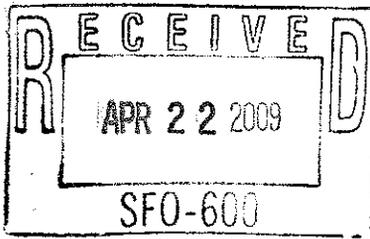


Steve Tabor, President
Desert Survivors
PO Box 20991
Oakland, CA 94620-0991

(510) 769-1706

<president@desert-survivors.org>

JIM GIBBONS
Governor



STATE OF NEVADA

ANDREW K. CLINGER
Director



DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200
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April 14, 2009

Mr. Doug Pomeroy
Federal Aviation Administration
831 Mitten Road
Suite 210
Burlingame, CA 94010

Re: SAI NV # **E2009-217**

Reference:

Project: **Proposed general aviation airport, Pahrump**

Dear Mr. Doug Pomeroy:

Enclosed are comments from the agencies listed below regarding the above referenced document. Please address these comments or concerns in your final decision.

Department of Wildlife, Las Vegas

Division of Water Resources

This constitutes the State Clearinghouse review of this proposal as per Executive Order 12372. If you have questions, please contact me at (775) 684-0213.

Sincerely,

R. Tietje
Nevada State Clearinghouse



JIM GIBBONS
Governor

STATE OF NEVADA
DEPARTMENT OF WILDLIFE

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April 7, 2009

KENNETH E. MAYER
Director

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Deputy Director

RECEIVED

APR 14 2009

DEPARTMENT OF ADMINISTRATION
OFFICE OF THE DIRECTOR
BUDGET AND PLANNING DIVISION

NDOW-SR # 09-230
LVO-09-039

Mr. Reese Tietje
Nevada State Clearinghouse
209 East Musser Street, Room 200
Carson City, NV 89701-4298

SAI #: E2009-217
Due Date: April 13, 2009
Project: Request for Scoping Comments Regarding Environmental Issues of Concern:
Environmental Assessment for the Proposed Airport Land Lease and Airport
Construction Pahrump Valley General Aviation Airport, Pahrump, Nevada (EA)

Dear Mr. Tietje:

Thank you for the opportunity to review the proposed action described briefly by the Federal Aviation Administration to help identify issues and concerns that should be addressed in its development of the EA. The proposed project area is located in Mojave/Sonoran warm desert scrub habitat interspersed with mesquite woodland, desert wash and playa habitat. A large complement of wildlife inclusive of a variety of birds, small mammal and reptile species are associated with or dependent on these habitat types. To that end, the Department offers the following wildlife considerations and recommendations.

Interspersed mesquite woodland and desert wash habitats greatly contribute to diversity of the Mojave Desert to an inordinate scale when coincident acreage is compared to surrounding Mojave Desert vegetation. Notably, desert washes provide foraging habitat for bats and mesquite woodlands add structural complexity to the landscape, providing more nesting sites and food resources for local and migratory birds. These habitat values become even more apparent during summer months especially in drought years because they seemingly retain the only green vegetation left on the Mojave landscape. Unfortunately, these important desert habitats are being lost at an unprecedented rate primarily due to land conversion, habitat fragmentation, and degradation of habitat quality. A number of human-related activities over time have contributed impacts cumulatively including urban and suburban development, illegal woodcutting, invasion of tamarisk and red brome, fire and OHV activity. Diminished groundwater levels and reduced mesquite tree recruitment are also indicators.

Wildlife of conservation priority potentially occurring in or seasonally using the project area include the: Desert Tortoise, Gila Monster, Chuckwalla, Burrowing Owl, Prairie Falcon, Loggerhead Shrike, Le Conte's Thrasher, Crissal Thrasher, Phainopepla, Lucy's Warbler, and Brewer's Sparrow.

Desert Tortoise (*Gopherus agassizii*): Protected as a threatened species under the Federal Endangered Species Act of 1973, as amended; also protected under State of Nevada law as a threatened reptile (Nevada Administrative Code 503.080).

Gila monster (*Heloderma suspectum*): Per Nevada Administrative Code 503.080, the Gila monster is classified as a Protected reptile. It is also a BLM Nevada Sensitive Species. The Department's encounter protocols should be incorporated into the site plan of development and/or forwarded to the principal contractor for awareness during construction. A copy is enclosed.

Chuckwalla (*Sauromalus obesus*): A BLM Nevada Sensitive Species, this large lizard chiefly occupies rocky desert, lava flows, hillsides, and outcrops.

Burrowing Owl (*Athene cunicularia*): BLM Nevada Sensitive Species. While capable of scratching out a nest site, it typically nests in suitable burrows previously dug by mammals.

Prairie Falcon (*Falco mexicanus*): A BLM Nevada Sensitive Species. Nests typically located on cliffs, canyons, or rocky ledges. Feeds on species associated with Mojave/Sonoran warm desert scrub habitat.

Loggerhead Shrike (*Lanius ludovicianus*): BLM Nevada Sensitive Species and further classified as State Sensitive. Experiencing significant declines nearly range-wide (Sauer et al. 2001).

Le Conte's Thrasher (*Toxostoma lecontei*): BLM Nevada Sensitive Species. In Nevada, this bird seems particularly associated with saltbush flats and wash systems.

Crissal Thrasher (*Toxostoma crissale*): BLM Nevada Sensitive Species. This species is closely associated with riparian thickets and dense mesquite woodlands. Mesquite was the most frequently used habitat type reported from breeding atlas blocks in Nevada (Floyd et al. 2007).

Phainopepla (*Phainopepla nitens*): This BLM Nevada Sensitive Species subsists almost entirely on fruit, and in Nevada restricts breeding to mesquite and acacia stands parasitized by mistletoe and producing an abundance of berries (Krueger 1998, Crampton 2004).

Lucy's Warbler (*Vermivora luciae*): BLM Nevada Sensitive Species. A cavity-nesting warbler also closely associated with riparian thickets and mesquite woodlands. In Nevada, this species seems to be attracted to small, remote patches of habitat as well as large floodplains (Floyd et al. 2007).

Brewer's Sparrow (*Spizella breweri*): A BLM Nevada Sensitive Species and further classified by State of Nevada as Sensitive. Significant decline throughout this species' range has been seen in the last 10-20 years (Rotenberry et al. 1999).

All birds named above are protected under the Migratory Bird Treaty Act and also State Protected (NAC 503.050). Recommended impact minimization measures for migratory birds include:

- Ground disturbing activities should avoid the bird breeding and nesting season which roughly occurs between March 1 and August 15. If this seasonal avoidance is not practicable, then the Department recommends a qualified biologist survey the project site prior to any ground disturbing activities to determine if nesting by migrants is underway. In the event an active nest (containing eggs or young) is discovered or frequently attended by adult birds, a buffer area around the nest appropriate for the involved species must be identified and avoided until young birds fledge. This measure would be consistent with preventive actions advocated by the U.S. Fish & Wildlife Service concerning migratory species protected under the Migratory Bird Treaty Act.

- Standard, raptor-friendly designs as outlined in Suggested Practice for Raptor Protection on Power Lines (Avian Power Line Interaction Committee [APLIC] 2006, 1996; APLIC and U.S. Fish and Wildlife Service 2005 should be incorporated into the design of new electrical distribution lines.
- When possible, construction activities should avoid impacts to mesquite woodlands and acacia stands, especially those that support mistletoe infestations.

Should the proposed action's purpose and need demonstrably outweigh the local environmental and biological values in meeting the public's best interest, the Department has preference for Alternative 2 (Site B). Site B would have fewer direct impacts to local mesquite woodland and desert wash habitats.

Lastly, should any activity related to the proposed project involve capture or moving wildlife out of harms way, obtaining prior authorization from the Nevada Department of Wildlife (NDOW) is in keeping with Nevada Revised Statute 503.597 and NAC 503.093. Such authorization(s) would not take the place of permits or authorizations required by other levels of government for conducting such activities. Please contact Biologist Polly Conrad at 702-486-5127 x3718 or by e-mail at pconrad@ndow.org for additional information regarding authorization requirements.

References Cited

- Floyd T., C.S. Elphick, G. Chisholm, K. Mack, R.G. Elston, E.M. Ammon, and J.D. Boone. 2007. Atlas of the Breeding Birds of Nevada. University of Nevada Press, Reno and Las Vegas. 581 pp.
- Crampton L.H. 2004. Ecological Determinants of the Distribution, Abundance, and Breeding Success of Phainopeplas (*Phainopepla nitens*, Cl. Aves) at the Northern Edge of Their Range. Ph.D. diss., University of Nevada, Reno.
- Krueger J. 1998. Use of mesquite woodlands in southern Nevada as breeding habitat for Phainopepla (*Phainopepla nitens*). Great Basin Birds 1:59-60.
- Rotenberry J.T., Patten M.A., and K.L. Preston. 1999. Brewers' Sparrow (*Spizella breweri*). In A. Poole and F. Gill, eds., The Birds of North America, No. 390. Philadelphia: Academy of Natural Sciences, and Washington: American Ornithologists' Union.
- Sauer J.R., J.E. Himes, and J. Fallon. 2001. The North American Breeding Bird Survey, Results and Analysis 1966-2000. Version 2001.2, USGS Patuxent Wildlife Research Center, Laurel, Maryland.

Thank you again for this input opportunity. For additional assistance please contact Biologist Tracy Kipke at the Department's Southern Region Office in Las Vegas at 702-486-5127 x3612 or by e-mail at tkipke@ndow.org

Sincerely,



D. Bradford Hardenbrook
Supervisory Habitat Biologist

TK/DBH

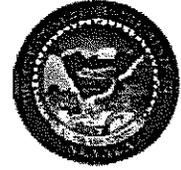
cc: NDOW, Files



NEVADA DEPARTMENT OF WILDLIFE

Southern Region

4747 W. Vegas Drive, Las Vegas, Nevada 89108
Phone: 702-486-5127, Fax: 702-486-5133



1 November 2007

GILA MONSTER STATUS, IDENTIFICATION AND REPORTING PROTOCOL FOR OBSERVATIONS

Gila Monster Status

- Per Nevada Administrative Code 503.080, the Gila monster (*Heloderma suspectum*) is classified as a Protected reptile.
- Per Nevada Administrative Codes 503.090, and 503.093, no person shall capture, kill, or possess any part thereof of Protected wildlife without the prior written permission by the Nevada Department of Wildlife (NDOW).

This species is rarely observed relative to other species which is the primary reason for its Protected classification by the State of Nevada. The USDI Bureau of Land Management has recognized this lizard as a sensitive species since 1978. Most recently, the Gila monster was designated as an *Evaluation* species under Clark County's Multiple Species Habitat Conservation Plan (MSHCP). The evaluation designation was warranted because inadequate information exists to determine if mitigation facilitated by the MSHCP would demonstrably cover conservation actions necessary to insure the species' persistence without protective intervention as provided under the federal Endangered Species Act.

The banded Gila monster (*H.s. cinctum*) is the subspecies that occurs in Clark, Lincoln, and Nye counties of Nevada. Found mainly below 5,000 feet elevation, its geographic range approximates that of the desert tortoise (*Gopherus agassizii*) and is coincident to the Colorado River drainage. Gila monster habitat requirements center on desert wash, spring and riparian habitats that inter-digitate primarily with complex rocky landscapes of upland desert scrub. They will use and are occasionally encountered out in gentler terrain of alluvial fans (bajadas). Hence, Gila monster habitat bridges and overlaps that of both the desert tortoise and chuckwalla (*Sauromalus ater*). Gila monsters are secretive and difficult to locate, spending >95% of their lives underground.

The Gila monster is the only venomous lizard endemic to the United States. Its behavioral disposition is somewhat docile and avoids confrontation. But it will readily defend itself if threatened. Most bites are considered illegitimate and consequential to harassment or careless handling. These lizards are not dangerous unless molested or handled and should not be killed.

Scant information exists on detailed distribution and relative abundance in Nevada. The Nevada Department of Wildlife (NDOW) has ongoing management investigations addressing the Gila monster's status and distribution, hence additional distribution, habitat, and biological

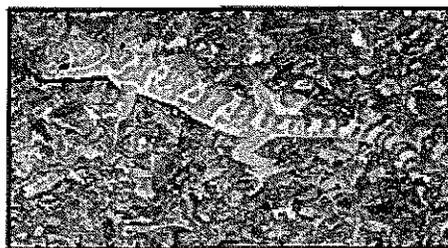
information is of utmost interest. In assistance to gathering additional information about Gila monsters in Nevada, NDOW will be notified whenever a Gila monster is encountered or observed, and under what circumstances (see Reporting Protocol below).

Identification



The Gila monster is recognizable by its striking black and orange-pink coloration and bumpy, or beaded, skin. In keeping with its namesake, the banded Gila monster retains a black chain-link, banded appearance into adulthood. Other lizard species are often mistaken for the Gila monster. Of these, the non-venomous western banded gecko (*Coleonyx variegatus*) and non-venomous chuckwalla are most frequently confused with the Gila monster. All three species share the same habitats.

The western banded gecko is often mistakenly identified as a baby or juvenile Gila monster. Western banded geckos do have a finely granular skin and pattern that can be suggestive of the Gila monster to the untrained eye. However, western banded gecko heads are somewhat pointed at the snout and the relatively large eyes have vertical pupils. Snouts of Gila monsters are bluntly rounded and the smallish eyes have round pupils. Newly hatched Gila monsters are about 5-6 inches long with a vivid orange and black, banded pattern. Adult western banded geckos are at best cream to yellow and brown in pattern and do not exceed 5 inches.



Both juvenile and adult chuckwallas are commonly confused with the Gila monster. Juvenile chuckwallas have an orange and black, banded tail. Although banding of the tail fades as chuckwallas mature, their large adult size (up to 17 inches) rivals that of the Gila monster. Adult chuckwallas have a body shape somewhat suggestive of the Gila monster, but they lack the coarsely beaded skin and black and orange body pattern of the Gila monster.

Reporting Protocol for Gila Monster Observations

Field workers and personnel in southern Nevada should at least know how to: (1) identify Gila monsters and be able to distinguish it from other lizards such as chuckwallas and western banded geckos (see Identification section above); (2) report any observations of Gila monsters to the Nevada Department of Wildlife (NDOW); (3) be alerted to the consequences of a Gila monster bite resulting from carelessness or unnecessary harassment; and (4) be aware of protective measures provided under state law.

- 1) Live Gila monsters found in harms way on the construction site will be captured and then

detained in a cool, shaded environment ($\leq 85^{\circ}\text{F}$) by the project biologist or equivalent personnel until a NDOW biologist can arrive for documentation, marking and obtaining biological measurements and samples prior to releasing. Despite that a Gila monster is venomous and can deliver a serious bite, its relatively slow gate allows for it to be easily coaxed or lifted into an open bucket or box carefully using a long handled instrument such as a shovel or snake hook (*Note: it is not the intent of NDOW to request unreasonable action to facilitate captures; additional coordination with NDOW will clarify logistical points*). A clean 5-gallon plastic bucket w/ a secure, vented lid; an 18"x 18"x 4" plastic sweater box w/ a secure, vented lid; or, a tape-sealed cardboard box of similar dimension may be used for safe containment. Additionally, written information identifying the mapped capture location, Global Positioning System (GPS) coordinates in Universal Transverse Mercator (UTM) using the North American Datum (NAD) 83 zone 11. Date, time, and circumstances (e.g. biological survey or construction) and habitat description (vegetation, slope, aspect, substrate) will also be provided to NDOW.

- 2) Injuries to Gila monsters may occur during excavation, blasting, road grading, or other construction activities. In the event a Gila monster is injured, it should be transferred to a veterinarian proficient in reptile medicine for evaluation of appropriate treatment. Rehabilitation or euthanasia expenses will not be covered by NDOW. However, NDOW will be immediately notified of any injury to a Gila monster and which veterinarian is providing care for the animal. If an animal is killed or found dead, the carcass will be immediately frozen and transferred to NDOW with a complete written description of the discovery and circumstances, date, time, habitat, and mapped location (GPS coordinates in UTM using NAD 83 Z 11).
- 3) Should NDOW's assistance be delayed, biological or equivalent acting personnel on site should detain the Gila monster out of harms way until NDOW personnel can respond. **The Gila monster should be detained until NDOW biologists have responded.** Should NDOW not be immediately available to respond for photo-documentation, a digital (5 megapixel or higher) or 35mm camera will be used to take good quality images of the Gila monster in situ at the location of live encounter or dead salvage. The pictures will be provided to NDOW at the address above or the email address below along with specific location information including GPS coordinates in UTM using NAD 83 Z 11, date, time and habitat description. Pictures will show the following information: (1) Encounter location (landscape with Gila monster in clear view); (2) a clear overhead shot of the entire body with a ruler next to it for scale (Gila monster should fill camera's field of view and be in sharp focus); (3) a clear, overhead close-up of the head (head should fill camera's field of view and be in sharp focus).

Please contact NDOW Biologist Polly Conrad at (702) 486-5127 x3718
or by e-mail at pconrad@ndow.org for additional information regarding these protocols.

Division of Water Resources

Nevada SAI # E2009-217

Project: Proposed general aviation airport, Pahrump

Follow the link below to download an Adobe PDF document concerning the above-mentioned project

for your review and comment.

[E2009-217](#)

Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than Monday, April 13, 2009.

[Clearinghouse project archive](#)

Questions? Reese Tietje, (775) 684-0213 or clearinghouse@state.nv.us

No comment on this project Proposal supported as written

AGENCY COMMENTS:

: Comment from the Division of Water Resources for the proposed action:

All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise. The State Engineer must permit all water used on the described project.

Water wells must be permitted, Monitor wells may require a Waiver from the State Engineer's Office, boreholes are not regulated but must be plugged within sixty (60) days after being drilled as required by NAC (Nevada Administrative Code) 534.4371. Orphaned wells must be plugged and abandoned as required in NAC Chapter 534. If artesian water is encountered in any well or borehole it shall be controlled as required in NRS § 534.060(3).

Any drillholes (water or monitor wells, or boreholes) that may be located on either acquired or transferred lands are ultimately the responsibility of the owner of the property, and must be plugged and abandoned as required in the Nevada Administrative Code (NAC) Chapter 534.

In addition, this office must be notified of any proposed collection and diversion of storm water run-off to impoundment structures. This office will review the plans and make a determination if the issuance of a Safety of Dams Permit is necessary.

Signature: William H. Reed, Staff Engr, RPG, PE

Date: 08Apr09