



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

Scoping Meetings

August 2006

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

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



Former Airport Expansion Proposal

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

New Proposal for Regional Air Service

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

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

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

New Proposal for Regional Air Service (continued)

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

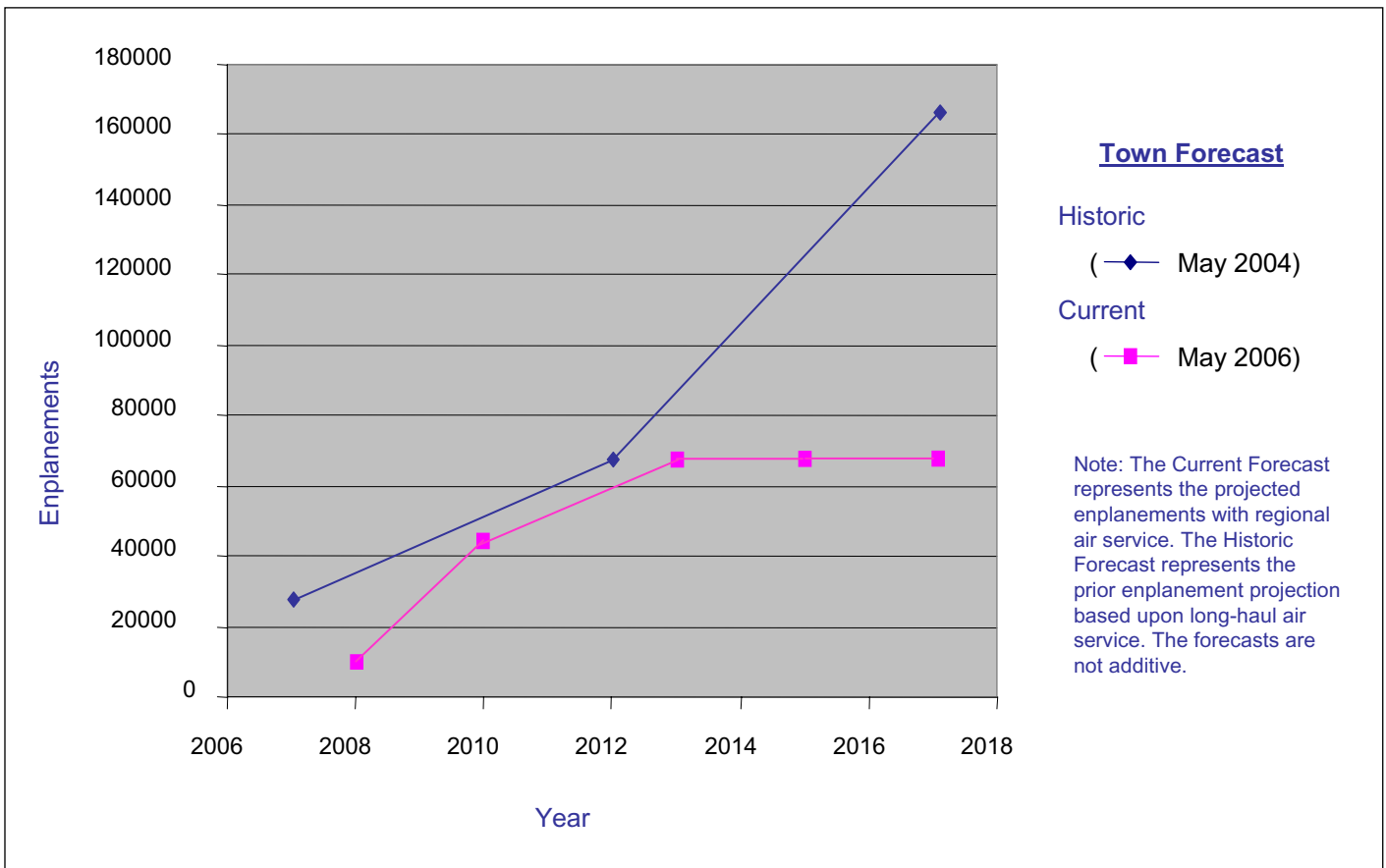
The Town proposes to accommodate the regional air service with no change to the MMH ALP, i.e. the runway will not be extended or widened and no new airport facilities will be constructed. Existing airport facilities would be used with minor alterations to accommodate passengers and security requirements.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

Comparison of the Proposals

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

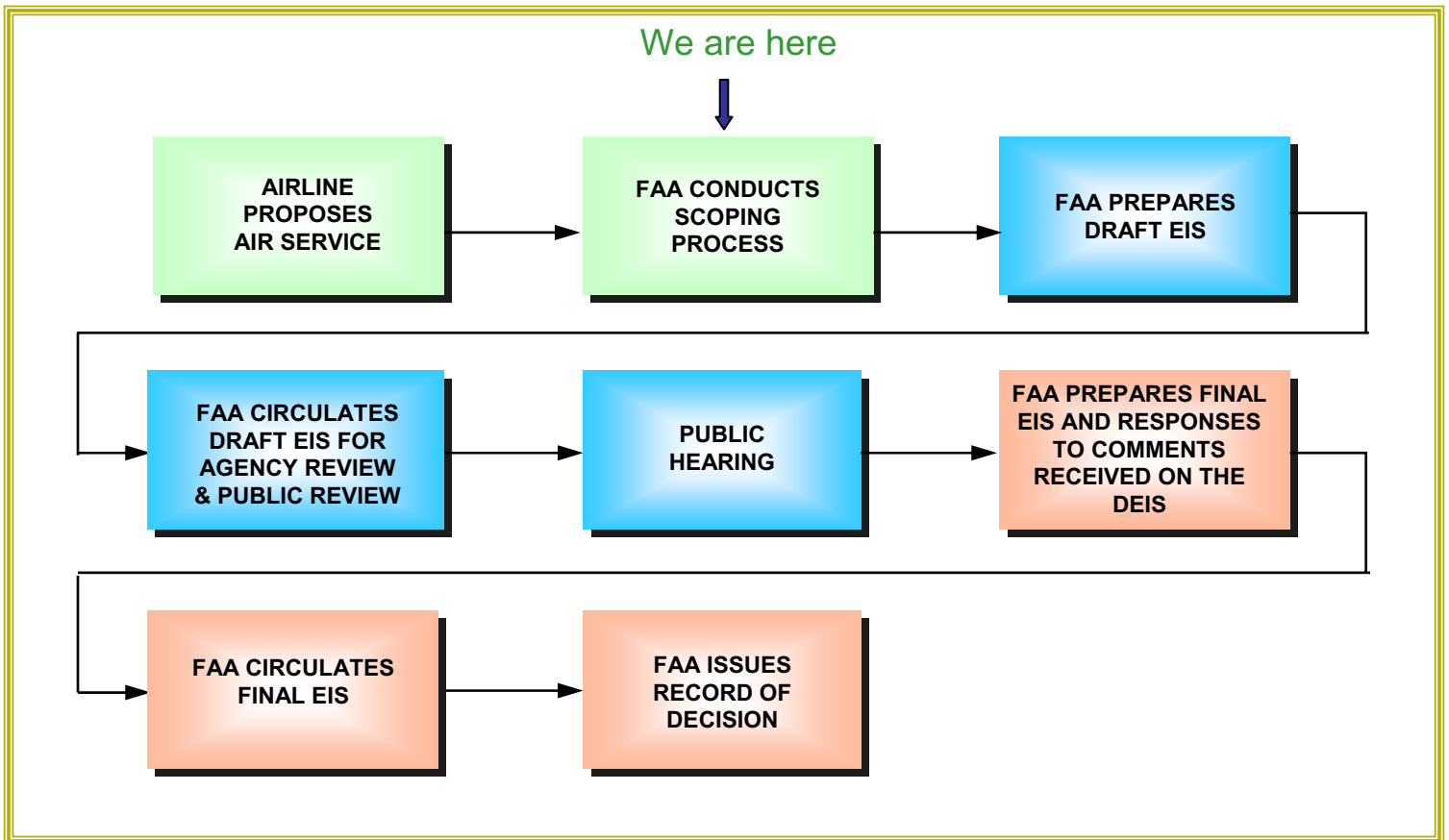
The Town has forecast that regional air service would generate approximately 10,200 enplanements in 2007/2008 with 2 flights per day during the winter season arriving from and departing to Los Angeles International Airport (LAX). By 2009/2010 the number of winter daily flights is projected to increase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

Enplanement Forecast Comparison



EIS Process

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



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