



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

Western-Pacific Region
Airports Division

San Francisco Airports District Office
1000 Marina Boulevard, Suite 220
Brisbane, California 94005-1835

August 14, 2014

Mr. Brian Picken
Airport Manager
P.O. Box 1609
Mammoth Lakes, CA 93546

Dear Mr. Picken:

We have completed our review of the updated Airport Layout Plan (ALP) for the Mammoth Yosemite Airport, in Mammoth Lakes, California, and find it acceptable from a planning standpoint. The ALP was reviewed by FAA (airspace study 2013-AWP-1662-NRA) and **is conditionally approved**. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

The approval, indicated by my signature, is **given subject to the condition that all proposed airport development shall not be undertaken without environmental approval by the Federal Aviation Administration.**

The approval is also given subject to the following conditions:

- The proposed runway extension, associated parallel taxiway extension and land acquisition for airport expansion are not supported for near term development.**
- Prior to moving forward with the terminal project, there must be a forecast approval as part of a completed and accepted terminal study.**

-Prior to implementing declared distances at this facility, an aeronautical survey must be performed.

Notwithstanding, all items of development shall comply with the requirements of the National Environmental Policies Act of 1969 (P.L. 91-190). Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ready for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

We are enclosing a copy of the approved ALP drawing set for your records. If you have any questions, please contact me at 650-827-7601 or Katherine Kennedy, Airport Planner at 650-827-7611.

Sincerely,



Robin K. Hunt
Manager, San Francisco Airports District Office

Enclosure

cc: CALTRANS, AWP Regional Office, ATO Planning and Integration