

# Mono County Airport Land Use Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760-924-1800, fax 924-1801  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760-932-5420, fax 932-5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## **SPECIAL MEETING AGENDA**

Monday, March 30, 2015 - 9:00 a.m.  
Town/County Conference Room, Minaret Village Mall  
Mammoth Lakes, California

1. Call to order
2. Membership review and election of officers: *commissioners and staff*
3. Public comment (for items not listed on the agenda)
4. Review of roles and responsibilities of Airport Land Use Commission:  
*Gerry Le Francois, ALUC staff - p. 1*
5. Conduct workshop on Mammoth Yosemite Airport Layout Plan: *Grady Dutton, Town Public Works - p. 6*
6. Conduct workshop on Bryant Field and Lee Vining Airport Layout Plans:  
*Garrett Higerd, Mono County Public Works - p. 15*
7. Overview of Airport Land Use Plans: *Gerry Le Francois & staff - p. 18*
8. Informational: Draft minutes from last meeting, May 5, 2011 - *p. 21*
9. Upcoming agenda item: 1) Mammoth Yosemite Compatibility Review
10. Adjourn to next scheduled meeting

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting *can* contact the ALUC secretary at (760) 924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

# MONO COUNTY AIRPORT LAND USE COMMISSION

## RULES OF PROCEDURE

### Article 1

#### General Provisions

- Section 1.1 Name of Agency. The name of the agency is “Mono County Airport Land Use Commission.”
- Section 1.2 Purpose of Rules. The purpose of these rules is to provide for orderly and fair conduct of the hearings and other business of the Commission.

### Article 2

#### Definitions

- Section 2.1 Commission. “Commission” means the Mono County Airport Land Use Commission.
- Section 2.2 Meeting. “Meeting” means any regular, special or adjourned meeting of the Commission.
- Section 2.3 Member. “Member” includes each of the seven regular members appointed to the Commission. “Member” also includes a proxy when acting in place of a member as provided in these Rules.

### Article 3

#### Meetings, Quorum

- Section 3.1 Regular Meetings. Regular meetings of the Commission shall be held on the third Thursday of each month, commencing at the hour of 10:00 a.m. *at the Town/County Conference Room* in the Minaret Village Mall in Mammoth Lakes, California, unless an alternative time or place is designated by the Commission.
- Section 3.2 Special Meetings. A special meeting may be called at any time by the chair or by a majority of the members of the Commission, by delivering personally or by mail written notice to each member and to the local newspaper(s) of general circulation, radio or television station(s) requesting notice in writing. Such notice

must be delivered personally or by mail at least 24 hours before the time of such meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted. No other business shall be considered at such meeting. Such written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the Secretary a written waiver of notice. Such waiver may be given by electronic mail or telegram. Such written notice may also be dispensed with as to any member who is actually present at the meeting at the time it convenes.

Section 3.3 Adjourned Meetings. The Commission may adjourn any regular, adjourned regular, special, or adjourned special meeting to a time and place specified in the order of adjournment. Less than a quorum may so adjourn from time to time. If all members are absent from any regular or adjourned regular meeting, the secretary may declare the meeting adjourned to a stated time and place and shall cause a written notice of the adjournment to be given in the same manner as provided for special meetings, unless such notice is waived as provided for special meetings. A copy of the order or notice of adjournment shall be conspicuously posted on or near the door of the place where the regular, adjourned regular, special, or adjourned special meeting was held, within 24 hours after the time of the adjournment. When a regular or adjourned regular meeting is adjourned as provided in this section, the resulting adjourned regular meeting is a regular meeting for all purposes. When an order of adjournment of meeting fails to state the hour at which the adjourned regular meeting is to be held, it shall be held at the hour specified for regular meetings by ordinance, resolution, by law, or other rule.

Section 3.3.1 Cancellation of Meetings. The Commission may cancel any regular or special meeting in advance of the meeting date. Any Commissioner, or the Secretary, may recommend a cancellation if the lack of timely business, or the unlikelihood of raising a quorum, so warrants. The Secretary shall poll the commissioners regarding such cancellation and shall inform the Chair of the findings. Upon the direction of the Chair, the Secretary shall issue an appropriate notice of cancellation, which shall show the time and place of the next scheduled meeting.

Section 3.4 Effect of Holiday. If any meeting or adjourned meeting day falls upon a holiday, the meeting of the Commission shall be held at the same place upon the next Thursday commencing at the same hour; in which event, all hearings, applications, petitions, and other matters before the Commission are continued to that time and place.

Section 3.5 Quorum. Four members of the Commission constitute a quorum for the transaction of business. No act of the Commission shall be valid or binding unless three members concur therein.

Section 3.6 Meetings Open to the Public. All meetings of the Commission are open to the public.

Section 3.7 Disqualification of members. Members having a conflict of interest shall be disqualified from voting on any Commission action (a) adopting a proposed or final Comprehensive Use Plan; (b) fixing the planning boundaries therefor; or (c) determining if an action or regulation of a public agency is inconsistent therewith, or in the best interests of the airport and the adjacent area.

A conflict of interest shall be deemed to exist if a member is (a) an officer or employee of a public agency directly affected by any action enumerated above; (b) an officer or employee of the owner of any airport directly affected by any such action; (c) the owner of any interest in any real property directly affected by any such action; (d) under a contractual or professional relationship with the owner of an interest in any real property directly affected by any such action (including that of an independent contractor, attorney, accountant, etc.).

Each member shall advise the Commission of any other actual or potential conflict of interest not enumerated above.

Section 3.8 Proxy. Each member shall promptly upon his selection appoint a single proxy to represent him/her in Commission affairs and to vote on all Commission matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file with the Secretary. The proxy shall serve at the pleasure of the appointing member. Any vacancy in the office of proxy shall be filled promptly by the appointment of a new proxy by the member. In the event that a member shall resign, die, or be removed from the Commission, his/her proxy shall serve until a new member has been appointed by the appointing authority.

Section 3.9 Attendance. In the event neither a member nor his/her proxy attends a meeting in any three-month period, the Secretary shall notify the appointing body in question of such non-attendance upon direction by the Commission.

#### Article 4

##### Presiding Officer

Section 4.1 Successor to Chair and Vice-Chair. Commencing in 1986, and annually thereafter, at the first regular meeting of the Commission held in May the members of the Commission shall elect a Chair and Vice-Chair to serve one year **and/or** until the election of their successors.

Section 4.2 Duties of Chair. The Chair shall preside at all meetings of the Commission and shall conduct the business of the Commission in the manner prescribed by these

Rules. The Chair shall preserve order and decorum and shall decide all questions of order subject to the action of a majority of the Commission.

Section 4.3 Duties of Vice-Chair. In the absence, or inability to act, of the Chair, the Vice-Chair shall act as Chair, and when so acting shall have all of the powers and duties of the Chair.

Section 4.4 Duties of Chair Pro-Tempore. In the absence, or inability to act, of both the Chair and the Vice-Chair, the Commissioners in attendance shall elect a Chair Pro-Tempore. The Chair Pro-Tempore shall then preside and shall exercise all of the powers and duties of the Chair.

## Article 5

### Conduct of Business

Section 5.1 Order of Business. The business of each meeting of the Commission shall be transacted as far as possible in the following order:

- a) Approval or Correction of Minutes
- b) Old Business
- c) New Business

Section 5.2 Minutes. The Secretary or his/her designee shall transcribe the minutes of each meeting and mail copies thereof to all members prior to the next meeting.

Section 5.3 Voting. Each question before the Commission may be voted upon by voice vote, or may be put by the Chair and a unanimous vote recorded if there is no objection. The Chair may make or second any motion without stepping down from the chair.

Section 5.4 Public Hearings. Any affected city, or if unincorporated territory is affected, the County, shall be notified by mail. The Chair may allocate time for testimony by interested parties as s/he deems necessary for the expedition of the Commission's business.

Section 5.5 Ad Hoc Committees. Ad Hoc Committees may be established for the study of issues before the Commission. The formation, membership, purpose, and subsequent dissolution of any Ad Hoc Committee shall be at the discretion of the Chair, Vice-Chair, or Chair Pro-Tempore, presiding at any regular or special meeting.

Section 5.6 Acceptance of Referrals. Matters referred to the Commission for review shall be deemed accepted upon the date of the first consideration of the matter at a regular or special meeting. Such acceptance of a referral shall initiate the sixty-day review period provided for by Public Utilities Code Section 21676(d). Upon receipt of a complete referral for Airport Land Use Commission acceptance and consideration, the Commission Secretary shall schedule said referral for an

Airport Land Use Commission meeting not less than 14 days or more than 49 days thereafter.

Section 5.7 Obligatory Referrals. By adopting this section, the Commission declares its intention to exercise all of the powers granted to it by section 21676.5 of the Public Utilities Code (PUC). When the Commission finds that a local agency is subject to the provisions of PUC section 21676.5, the local agency shall be notified by mail. The type of project or action to be referred to the Commission by the local agency, and the scheduling of any such submittal, shall be governed by PUC section 21676.5, by section 5.6 of the Commission Rules of Procedure, and the pertinent guidelines of the Airport Land Use Plan.

#### Article 6

#### Secretary

Section 6.1 Duties and Responsibilities. The Secretary of the Commission has the following duties:

- a) To attend each meeting of the Commission;
- b) To maintain a record of all proceedings of the Commission;
- c) To prepare an agenda for each meeting;
- d) To notify all Commission members of the time and place of any special meeting;
- e) To perform other duties directed by law or by the Commission.

Section 6.2 Agenda. The agenda shall include those matters addressed to the Commission requiring its action on file with the Secretary, and all matters which have been set previously for hearing at such meeting.

# Overview of ALUC

Airport Land Use Commission  
March 30, 2015

# Purpose & Authority

**The purpose of an Airport Land Use Commission (ALUC) is to conduct airport land use compatibility planning.**

- ALUCs protect public health, safety, and welfare by ensuring the orderly expansion of airports and
- Adopts land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports (PUC 21670 – 21679.5).

**An ALUC has the following powers and duties:**

1. To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses,
2. To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare,
3. To prepare and adopt an airport land use compatibility plans,
4. To review the plans (Airport Master Plans -AMPs, Airport Layout Plans - ALPs), regulations, and other actions of local agencies and airport operators,
5. The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport, and
6. In order to carry out its responsibilities, the commission may adopt rules and regulations in order to promote orderly development of the area surrounding airports, and maintain the utility and economic viability of airport facilities



# Review of Plans

## **ALUC review of three categories of airport plans under state law:**

- (1) adoption or amendment of an airport master plan (AMP);
- (2) proposed construction and establishment of a new airport; and
- (3) adoption or amendment of airport expansion plan. This review requirement is not affected by, and is independent of, any previous action by the local jurisdiction regarding its local plans.

Airport Master Plans—PUC Section 21676(c) mandates that “each public agency owning any airport within the boundaries of an airport land use commission plan shall, prior to modification of its airport master plan, refer such proposed change to the airport land use commission.” The commission must then determine whether the proposed AMP is consistent or inconsistent with the adopted ALUP for that airport.

- Future meeting of the ALUC in late April to discuss compatibility review of Mammoth Yosemite Airport Layout Plan (ALP) and Mammoth / June Lake Airport Layout Plan

# Next Steps

- ALUC to discuss compatibility review of Mammoth Yosemite Airport Layout Plan (ALP) and Mammoth / June Lake Airport Layout Plan,
- Changes to the Mammoth Yosemite Airport Layout Plan,
- Current Mammoth/June Lake ALUP is from 1987 and staff is currently seeking grant opportunities to update this plan

## Questions ?



PUBLIC WORKS DEPARTMENT  
P.O. Box 1609, Mammoth Lakes, CA 93546  
Phone: (760) 934-8989 Fax: (760) 934-8608  
[www.townofmammothlakes.ca.gov](http://www.townofmammothlakes.ca.gov)

**DATE: MARCH 30, 2015**  
**TO: AIRPORT LAND USE COMMISSION**  
**FROM: GRADY DUTTON, TOWN OF MAMMOTH LAKES PUBLIC WORKS DIRECTOR**  
**RE: MAMMOTH YOSEMITE AIRPORT LAYOUT PLAN**

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### ***Airport Layout Plan***

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

### ***Airport Capital Improvement Program***

A draft Airport Capital Improvement Program (ACIP) has been prepared and submitted to the FAA. The draft ACIP includes 50 projects over the next 15 years which are eligible for FAA funding. One of these projects is a new three-gate commercial terminal building, aircraft parking apron, and associated improvements, which are projected to cost approximately \$32M. The Town's share of this total estimated cost could range from \$4M to \$6M.

### ***New Commercial Terminal***

A new commercial terminal is critical to support current air service. The current terminal can only accommodate one flight at a time (approximately 80 people). Due to the limitations of the current terminal, a temporary holding facility was installed in 2011, which accommodates approximately 120 people prior to being screened through TSA security. The size of these facilities not only limits flight schedules, but also is a problem when flights are delayed. A new terminal that is appropriately sized and allows flexibility will solve these issues. Construction on the new terminal is anticipated to begin as early as late 2018 after funding, environmental review, and design/engineering are complete.

### ***Regional Air Service***

The Town is interested in discussing regional air service opportunities with Inyo County, City of Bishop, Mono County, and any other appropriate jurisdictions and agencies. Town staff is starting to coordinate this effort.



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**DATE: MARCH 30, 2015**  
**TO: AIRPORT LAND USE COMMISSION**  
**FROM: GRADY DUTTON, TOWN OF MAMMOTH LAKES PUBLIC WORKS DIRECTOR**  
**RE: MAMMOTH YOSEMITE AIRPORT CIP – PRESENTED TO PLANNING AND ECONOMIC DEVELOPMENT COMMISSION (JANUARY 2015)**

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Background:

Staff is pleased to present the Draft Airport Capital Improvement Program for Mammoth Yosemite Airport (MMH). Staff has been working closely with Federal Aviation Administration Staff in San Francisco and with our consultant, Reinard Brandley to prepare this draft plan. Town staff has also been conducting regular meetings with the MMH Air Service Group, made up of members from MLT, MMSA and one Town Council member to ensure this is a team effort. (*Introduce Air Service Group Members in attendance.*)

This ACIP was submitted to FAA staff earlier this week in accordance with FAA schedule requirements. After presenting this Draft ACIP to PEDC and Town Council, we will have the opportunity to provide additional information and make revisions as necessary.

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

It should be noted the Town's partnership with FAA is strong. In our most recent visit to FAA's offices in October, it was clear FAA understands and appreciates not only our overall program, but also our implementation approach. We will be meeting with FAA again in February.

1. Brief history of major airport projects and milestones, specifically related to the ALP Update.
  - o Previous ALP Approval: The ALP had not had a comprehensive update since 2000, when it included improvements associated with the 1997 Development Agreement, which is no longer in effect.
  - o Improvements complete as shown on 2000 ALP: Proposed improvements shown on that 2000 ALP that were constructed include 94 private hangars and a water system. In 2008 the

existing maintenance facility was converted to use as an interim terminal building. In 2010 the “Sprung” structure was installed to function as an additional passenger waiting area.

- 2014 ALP: April 2013, it was the consensus between the Town and its partners that a new terminal building and associated facilities should be given the highest priority. This was in large part due to the success of the air service and the associated crowding of the interim terminal building and associated facilities. Representatives from the Town, MMSA, and Mammoth Lakes Tourism (MLT) met with FAA Airport District Office personnel. The ALP recently approved by FAA reflects the consensus of the Town, MMSA, MLT, and the FAA by: Removing out of date items and including a proposed terminal building, aircraft parking apron and other facility improvements intended to support commercial air service as well as general aviation.
  - FAA Letter of Conditional Approval: Projects noted on the approved ALP are eligible for Federal Aviation Administration (FAA) funding. Staff received a letter from Robin Hunt, FAA San Francisco Office Manager. Certain statements in that letter help describe what this Conditionally Approved ALP is and helps define what it is not:
    - The ALP is a Planning Document: FAA: “We have completed our review of the updated Airport Layout Plan (ALP) for Mammoth Yosemite Airport, in Mammoth Lakes, California, and find it acceptable from a planning standpoint.”
    - The Conditional Approval of the ALP does not mean all items shown on the ALP are approved by FAA: “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.”
    - Future Environmental Review: “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.”
2. Update on planning, design and construction projects completed in 2013/2014.
- Previously utilized parking area rehabilitation: An area previously used for parking was sealed with grindings from Town construction projects, thereby providing more usable parking areas.
  - AIP 27: Wildlife Hazard Assessment: Complete
  - AIP 28: Pavement Management Plan, Interim Terminal Construction Reimbursement, Joint Seal & Markings Design: Complete
3. Status of ongoing projects.
- AIP 29: Joint Seal Apron & Taxilanes/Airfield Markings Project: Crack and Joint Seal of asphalt concrete areas complete. Airfield Markings portion complete. Remaining: Crack and Joint Seal of Concrete Apron area to be pursued in April/May, weather permitting.
  - AIP 30: Design of West General Aviation Parking Apron: Underway
4. Summary of air service, including destinations, airlines and aircraft. (*John Urdi*)
- Winter Service: Denver, Las Vegas, Los Angeles, San Diego
  - Year Round Service: Los Angeles
  - Future Route Discussions
  - Summary
5. Summary of Draft Airport Capital Improvement Program (ACIP): Acceptance of the ACIP does not compel the Town to complete or fund any of the listed projects; it simply makes them eligible for FAA AIP funding. Projects must also complete the appropriate environmental review prior to construction. Each proposed project is expected to be funded, in part, by FAA grants including the current base Entitlement allocation of one million dollars each fiscal year. A portion of grant funds

will pay for staff time related to each project. The Town typically pays a 9.34% match. Large projects, such as the commercial terminal building, are eligible for additional Discretionary AIP funding to be determined through negotiations with the FAA. Major projects:

2015: Apply now, award September 2015

- Reconstruct West GA Apron, Construction Portion
- Terminal design in support of environmental documentation, possibly including some technical studies

2016: Apply January 2016, award September 2016

- EA/EIS for Terminal & Apron Program
- Replacement of ARFF Vehicle

2017: Apply January 2017, award September 2017

- Terminal & Apron Program Design

2018: Apply January 2018, award September 2018

- Terminal & Apron Program Construction

6. Planned approach for planning, funding, design and construction of the ACIP, including the proposed new airport terminal and aircraft apron program.

Consultant needs, including formal Requests for Qualifications to be advertised and selected by Town staff with assistance from the Air Service Group:

RFQ #1, Issue February 2015: Program Confirmation

Program Confirmation

*Concurrent Item*

Preliminary Funding Program

RFQ #2, Issue April 2015: Environmental Consultant, including consideration of NEPA EA/EIS and CEQA

Environmental Documentation – FAA Continuing to consider EA/EIS, may not provide an update until early March

RFQ #3, Issue April 2015: Architectural & Engineering Design Team

Phase 1: Conceptual Design for Project Description for Environmental Documentation

*Concurrent Items*

Final Funding Program

Coordination/Consultation with Air Service Group, FAA, Airlines, TSA, Public

Phase 2: Design

RFQ #4, Issue Late 2015: Construction Management

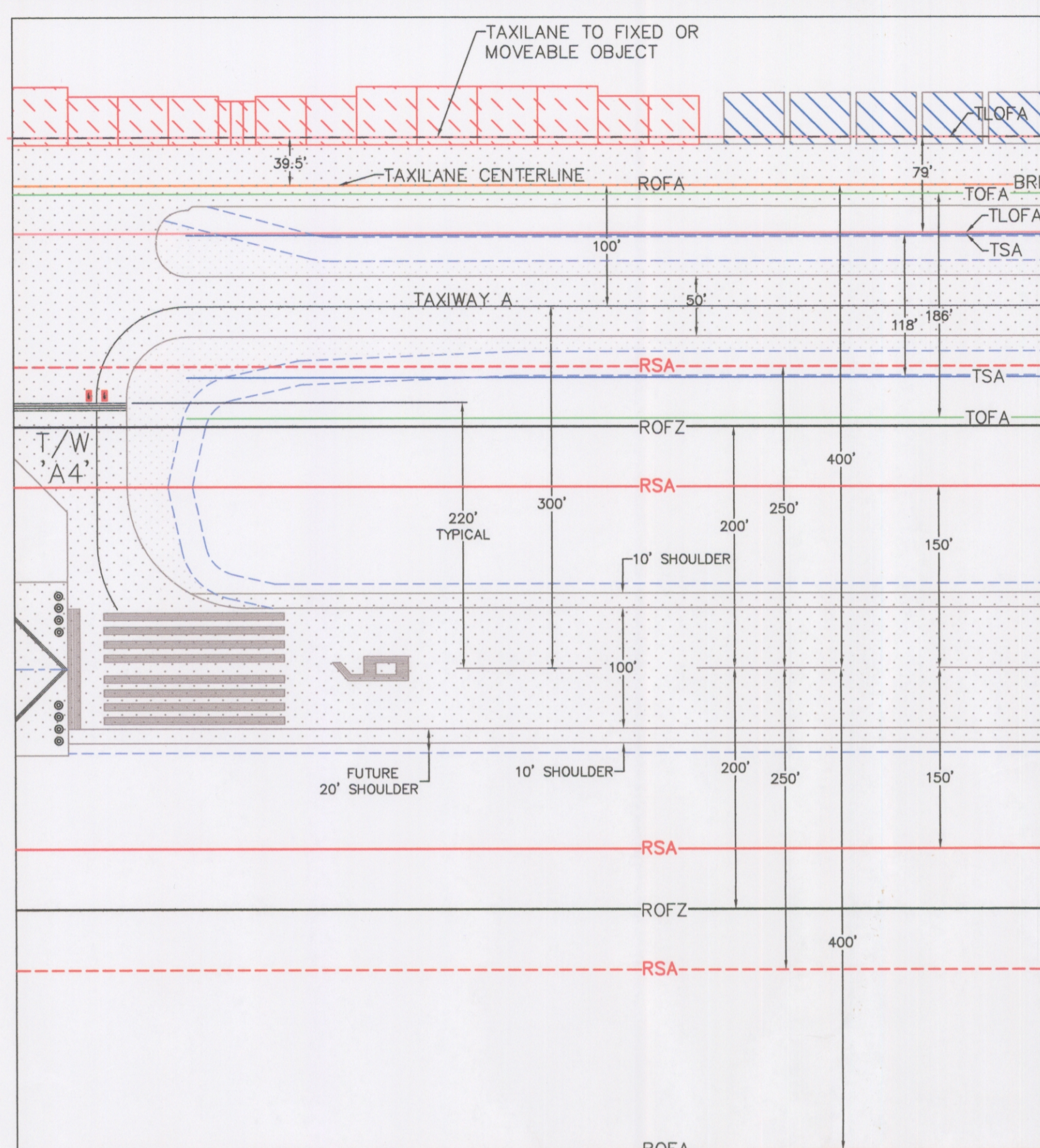
Advertise and Award

Construction

Overall Schedule:

<u>Description</u>	<u>Start</u>	<u>Complete</u>
Program Confirmation	June 2015	August 2015
Preliminary Design	August 2015	February 2016
Environmental Documentation	September 2015	February 2017
Final Design	March 2017	June 2018
Advertise and Award	July 2018	September 2018
Construction	October 2018	December 2019

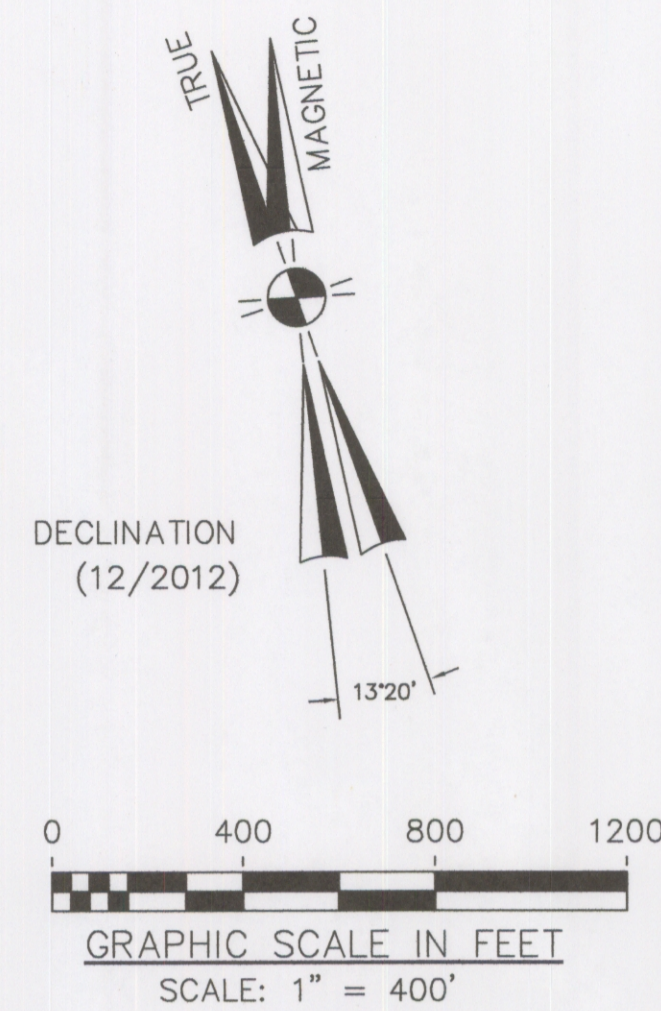
PEDC: Thank you for considering this information. We are here to respond to questions you may have. The only action we request at this time is a finding that the Airport Construction Improvement Program is consistent with the Town of Mammoth Lakes General Plan.



### EXPANDED SECTION

SCALE: 1" = 100'

1. TAXIWAY SAFETY AREA, TAXIWAY OBJECT FREE AREA AND TAXILANE OBJECT FREE AREA SHOWN HERE FOR CLARITY, SAFETY AREA AND OBJECT FREE AREA CONTINUE FOR BOTH SIDES OF TAXIWAY AND TAXILANE AND EXTEND ON BOTH SIDES OF TAXIWAY AND TAXILANE.
2. TAXIWAY ADG III AND TDG 3
3. TAXILANE ADG I



### INVENTORY

No.	FACILITY	TOP ELEV.	No.	FACILITY	TOP ELEV.
1	EXISTING INTERIM TERMINAL BUILDING & BEACON	7144.4	24E	SUPPLEMENTAL WIND CONE EAST END TO BE RELOCATED	
2	FUTURE ADMINISTRATION BUILDING	7144.4	24W	SUPPLEMENTAL WIND CONE WEST END TO BE ELIMINATED	
3	SHORT TERM PASSENGER HOLD ROOM-(SPRUNG STRUCTURE)	7127.0	25	FUEL STORAGE TANKS (HOT CREEK)	
4	AIRPORT OFFICE	7122.2	26	AV. GAS STORAGE, SELF SERVICE (HOT CREEK)	
5	ELECTRICAL & TELEPHONE VAULT	7120.3	27	WATER STORAGE TANK	7123.6
6	AIRPORT FUEL STORAGE	7121.9	28	WATER STORAGE PUMP HOUSE	7119.4
7	EXISTING PILOTS LOUNGE	7125.8	29	WELL #99-1 GRND. ELEV. 7095.4'	
8	EXISTING FBO OFFICE	7125.8	30	WELL #99-2 GRND. ELEV. 7094'	
9	AIRCRAFT HANGARS A1 THRU A6 (PRIVATE ON LEASE LAND)	7138.9	31	AIRCRAFT WELL (ABANDONED)	
10	AIRCRAFT HANGARS B1 THRU B6 & C1 THRU C6	7136.8	32	EXISTING POWER POLE WITH OBSTRUCTION LIGHT	7157.0
11	AIRCRAFT HANGARS D1 THRU D5	7140.0	33	EXISTING TELEPHONE POLE WITH OBSTRUCTION LIGHT	7096.0
12	AIRCRAFT HANGARS E1 THRU E4	7142.3	34	EXISTING STREET LIGHT	7086.3
13	AIRCRAFT HANGARS F1 THRU F2	7141.6	35	EXISTING POWER POLE	7085.0
14	AIRCRAFT HANGARS FBO1 THRU FBO3 (HOT CREEK)	7158.1	36	DOE RIDGE OBSTRUCTION LIGHT	
15	AIRCRAFT HANGARS G1 THRU G6 (AIRPORT HANGARS)	7145.7	37	EXISTING LONG TERM VEHICLE PARKING (HOT CREEK)	
16	AIRCRAFT HANGAR PADS ONLY - F3 THRU F4 (HOT CREEK)		38	FUTURE TERMINAL BUILDING	7142.0
16A	HANGAR 3 THRU 6 (HIGH POINT)	7153.4	39	FUTURE TERMINAL APRON	
16B	HANGAR 15 THRU 16 (HIGH POINT)	7154.4	40	FUTURE DEICING RAMP	
16C	HANGAR 25 THRU 28 (HIGH POINT)	7154.0	41	FUTURE LONG TERM VEHICLE PARKING LOT (HOT CREEK)	
16D	HANGAR 38 THRU 39 (HIGH POINT)	7153.8	42	FUTURE AUTOMOBILE PARKING LOT	
16E	HANGAR 50 THRU 53 (HIGH POINT)	7153.7	43	FUTURE RENTAL CAR PARKING LOT	
16F	HANGAR 62 THRU 65 (HIGH POINT)	7153.8	44	FUTURE TIEDOWN APRON	
17	EAST CORPORATE HANGARS 1 THRU 19 (HOT CREEK)		45	FUTURE ATCT	
17A	CORPORATE HANGAR 1 (HIGH POINT)	7134.9	46	FUTURE ARFF / SNOW EQUIPMENT BUILDING	
17B	CORPORATE HANGAR 5 (HIGH POINT)	7131.1	47	FUTURE AWOS	
17C	CORPORATE HANGAR 10 (HIGH POINT)	7128.0	48	FUTURE FIXED BASED OPERATOR SITE	
17D	CORPORATE HANGAR 15 (HIGH POINT)	7123.2	49	FUTURE SEGMENTED CIRCLE AND WINDCONE	
18	TERMINAL APRON		50	FUTURE SEWAGE TREATMENT PLANT AND LEACHING FIELD	
19	TIEDOWN APRON		51	FUTURE APRON & PARKING LOT STORM WATER LEACHING FIELD	
20	P.A.P.I.		52	FUTURE OBSTRUCTION LIGHT	
21	REIL		53	EXISTING GREEN CHURCH - PUBLIC ASSEMBLY	7074.8
22	AWOS TOWER	7097.8	54	AC SURFACE BLAST PAD	
23	WIND CONE AND SEGMENTED CIRCLE		55	EXISTING AIRPORT BEACON	7147.9
			56	FUTURE TERMINAL APRON EXPANSION	
			57	US HIGHWAY 395 VEHICLE TRAFFIC	7156.0

### DECLARED DISTANCES

	RUNWAY 9 - 27			
	EXISTING		FUTURE	
	R/W 9	R/W 27	R/W 9	R/W 27
TAKEOFF RUN AVAILABLE	7000	7000	8200	8200
TAKEOFF DISTANCE AVAILABLE	8000	8000	9200	9200
ACCELERATE STOP DISTANCE AVAILABLE	7000	7000	8200	8200
LANDING DISTANCE AVAILABLE	7000	7000	8200	8200

### OBSTRUCTIONS TO RUNWAY 27 OCS 40:1 DEPARTURE

No.	FACILITY	OFFSET FROM R/W @	TOP ELEV.	PROPOSED CORRECTION	ACTION
16B	HANGAR 15 THRU 16	433' RT	7154.4	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
16C	HANGAR 25 THRU 28	433' RT	7154.0	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
16D	HANGAR 38 THRU 39	433' RT	7153.8	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
16E	HANGAR 50 THRU 53	433' RT	7153.7	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
57	VEHICLES ON US HWY 395	440' LT	7156.0	NO NEAR TERM DISPOSITION SPECIAL DEPARTURE PROCEDURE IN PLACE	

NOTE: NO PENETRATION OF RUNWAY 27 TSS 20:1 APPROACH

### OBSTRUCTIONS TO RUNWAY 9 OCS 40:1 DEPARTURE

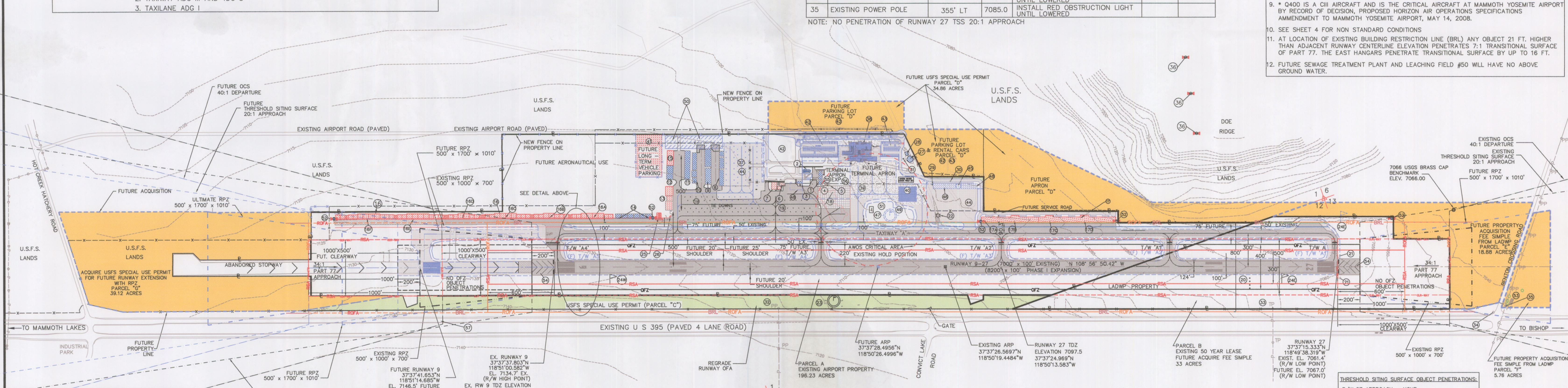
No.	FACILITY	OFFSET FROM R/W @	TOP ELEV.	PROPOSED CORRECTION	ACTION
34	EXISTING STREET LIGHT	425' LT	7086.3	INSTALL RED OBSTRUCTION LIGHT UNTIL LOWERED	
35	EXISTING POWER POLE	355' LT	7085.0	INSTALL RED OBSTRUCTION LIGHT UNTIL LOWERED	

NOTE: NO PENETRATION OF RUNWAY 27 TSS 20:1 APPROACH

LEGEND	EXISTING	FUTURE
GROUND CONTOUR	---7070---	---
AIRPORT PROPERTY LINE	---R---	---R---
RUNWAY SAFETY AREA (RSA)	---RSA---	---RSA---
RUNWAY OBJECT FREE AREA (ROFA)	---ROFA---	---ROFA---
RUNWAY OBJECT FREE ZONE (OFZ)	---OFZ---	---OFZ---
BUILDING RESTRICTION LINE (BRL)	---BRL---	---
RUNWAY PROTECTION ZONE	---	---
THRESHOLD SITING SURFACE (TSS)	APPROACH ---	---
OBSTACLE CLEARANCE SURFACE (OCS)	DEPARTURE ---	---
TAXIWAY SAFETY AREA (TSA)	---TSA---	---
TAXIWAY OBJECT FREE AREA (TOFA)	---TOFA---	---
TAXILANE OBJECT FREE AREA (TLOFA)	---TLOFA---	---
AIRFIELD PAVEMENT	AC	AC
AIRCRAFT MOVEMENT AREA	AC	PCC
AIRPORT PROPERTY	---	---
SPECIAL USE PERMIT	---	---
FACILITIES	---	---
ROAD (PAVED)	---	---
DIRT/GRAVEL ROAD	---	---
FENCE	5 STRAND BARB WIRE (4')	CHAIN LINK (8')
RUNWAY THRESHOLD LIGHT	•••	•••
SUPPLEMENTAL WINDCONE	▲	---
HOT CREEK LEASE	---HOT CREEK---	---
SECTION CORNER	35 36 2 1	---
AIRPORT REFERENCE POINT	■	---
OBSTRUCTION LIGHT	•	•

### NOTES:

1. ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83)
2. ALL ELEVATIONS BASED ON NAVD 88. REFERENCE USGS BENCH MARK 7066 B 1905 B 10, #HR0401.
3. WIND DATA FROM AWOS ON SITE, 12/30/00, TO 9/10/12.
4. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
5. RUNWAY RSA, ROFA AND ROFZ, TAXIWAY AND TAXILANE TSA, TOFA AND TLOFA SHOWN ON EXPANDED SECTION FOR CLARIFICATION
6. AIRCRAFT DESIGN GROUP FOR WEST HANGAR TAXILANE AREA IS ADG I.
7. ALL CLEARWAYS ARE 500' WIDE X 1000' LONG.
8. DUE TO CHANGE IN MAGNETIC DECLINATION RUNWAY 9-27 MARKING WILL BE CHANGED TO RUNWAY 10-28 WITHIN 5 YEARS.
9. \* Q400 IS A CIIU AIRCRAFT AND IS THE CRITICAL AIRCRAFT AT MAMMOTH YOSEMITE AIRPORT BY RECORD OF DECISION, PROPOSED HORIZON AIR OPERATIONS SPECIFICATIONS AMENDMENT TO MAMMOTH YOSEMITE AIRPORT, MAY 14, 2008.
10. SEE SHEET 4 FOR NON STANDARD CONDITIONS
11. AT LOCATION OF EXISTING BUILDING RESTRICTION LINE (BRL) ANY OBJECT 21 FT. HIGHER THAN ADJACENT RUNWAY CENTERLINE ELEVATION PENETRATES 7:1 TRANSITIONAL SURFACE OF PART 77. THE EAST HANGARS PENETRATE TRANSITIONAL SURFACE BY UP TO 16 FT.
12. FUTURE SEWAGE TREATMENT PLANT AND LEACHING FIELD #50 WILL HAVE NO ABOVE GROUND WATER.



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

By *K. Hunt* Date 8/14/14  
Manager  
Subject to Letter dated 8/14/14

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APPROVED *Grady Dutton* 7/24/14  
GRADY DUTTON - DIRECTOR OF PUBLIC WORKS

**Reinard W. Brandley**  
CONSULTING AIRPORT ENGINEER

6125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725

TOWN OF MAMMOTH LAKES  
STATE OF CALIFORNIA

## MAMMOTH YOSEMITE AIRPORT

MAMMOTH LAKES, CALIFORNIA

### AIRPORT LAYOUT PLAN - EXISTING - BIII

NO.	REVISIONS	BY	APR	DATE

7-14-14

DATE JULY 16, 2014

SHEET NUMBER  
2 OF 14 SHEETS





## MONO COUNTY DEPARTMENT OF PUBLIC WORKS

---

POST OFFICE BOX 457 • 74 NORTH SCHOOL STREET • BRIDGEPORT, CALIFORNIA 93517  
760.932.5440 • Fax 760.932.5441 • [monopw@mono.ca.gov](mailto:monopw@mono.ca.gov) • [www.monocounty.ca.gov](http://www.monocounty.ca.gov)

**Date:** March 30, 2015  
**To:** Airport Land Use Commission  
**From:** Garrett Higerd, Assistant Public Works Director  
**Re:** Airports Update

Receive updates on the Airport Layout Plans (ALP) for Bryant Field and Lee Vining Airports and airport leases.

**Background:**

The County is in the process of updating Airport Layout Plans (ALPs) for both Bryant Field and Lee Vining Airports. The purpose of an ALP is to accurately document an airport's physical geometry and serve as a long term plan for potential growth. The presence of a project description on an ALP is not a commitment to construct the project. However, projects must be shown on the current ALP to be eligible for future FAA grant funding.

Some potential projects in this category include runway extensions, taxiway additions, perimeter fences, and obstruction lights. A current draft of the Bryant Field ALP was presented to the Bridgeport RPAC for input on February 19 and the Mono Basin provided input on March 11.

Lee Vining Airport is on a Los Angeles Department of Water and Power (LADWP) lease that expires in summer of 2015. We are in the process of negotiating a new lease agreement with LADWP but expect the process to take at least a year to complete. Because we need a current lease before we can finalize the ALP with the FAA, the schedule for final ALP adoption has been adjusted out to 2016. There are currently three hangars at Lee Vining Airport that must be vacated or have new sub-leases that meet all FAA and LADWP standards in order for us to complete this process.

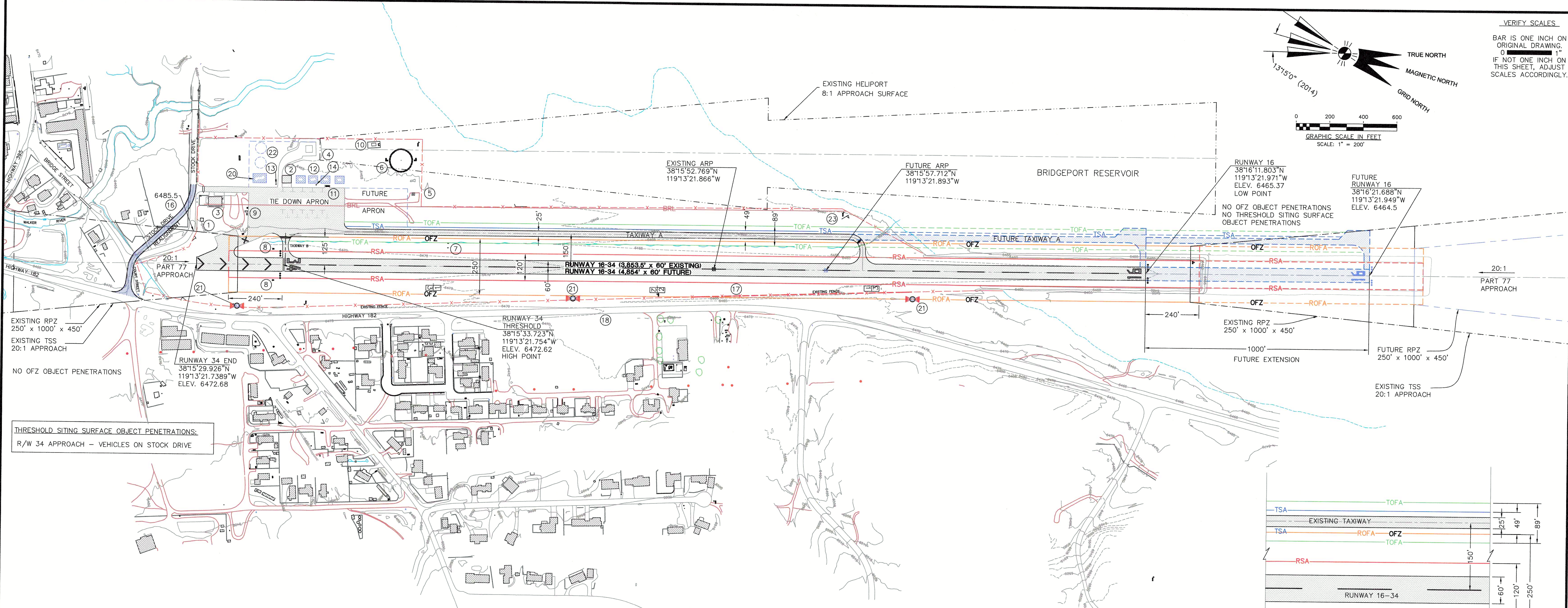
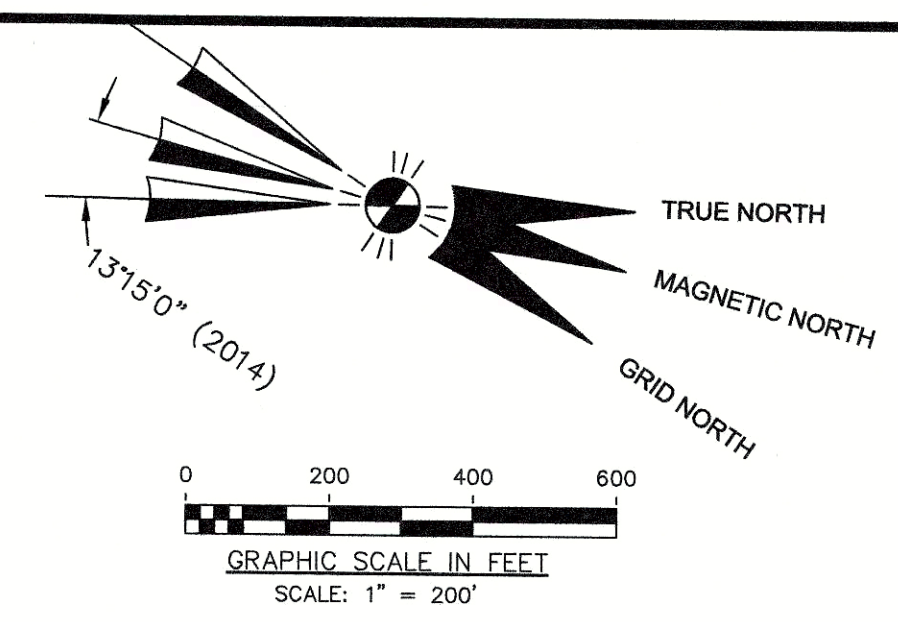
Community Development staff is exploring grant availability from the Caltrans Division of Aeronautics. Should funding be available, it may be best to pursue a countywide ALUCP update that addresses all three airports located in Mono County – Mammoth Yosemite, Lee Vining, and Bryant Field.

Respectfully submitted,

Garrett Higerd, P.E., Assistant Public Works Director



VERIFY SCALES.  
 BAR IS ONE INCH ON ORIGINAL DRAWING.  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



EXISTING RPZ  
 250' x 1000' x 450'  
 EXISTING TSS  
 20:1 APPROACH  
 NO OFZ OBJECT PENETRATIONS

THRESHOLD SITING SURFACE OBJECT PENETRATIONS:  
 R/W 34 APPROACH - VEHICLES ON STOCK DRIVE

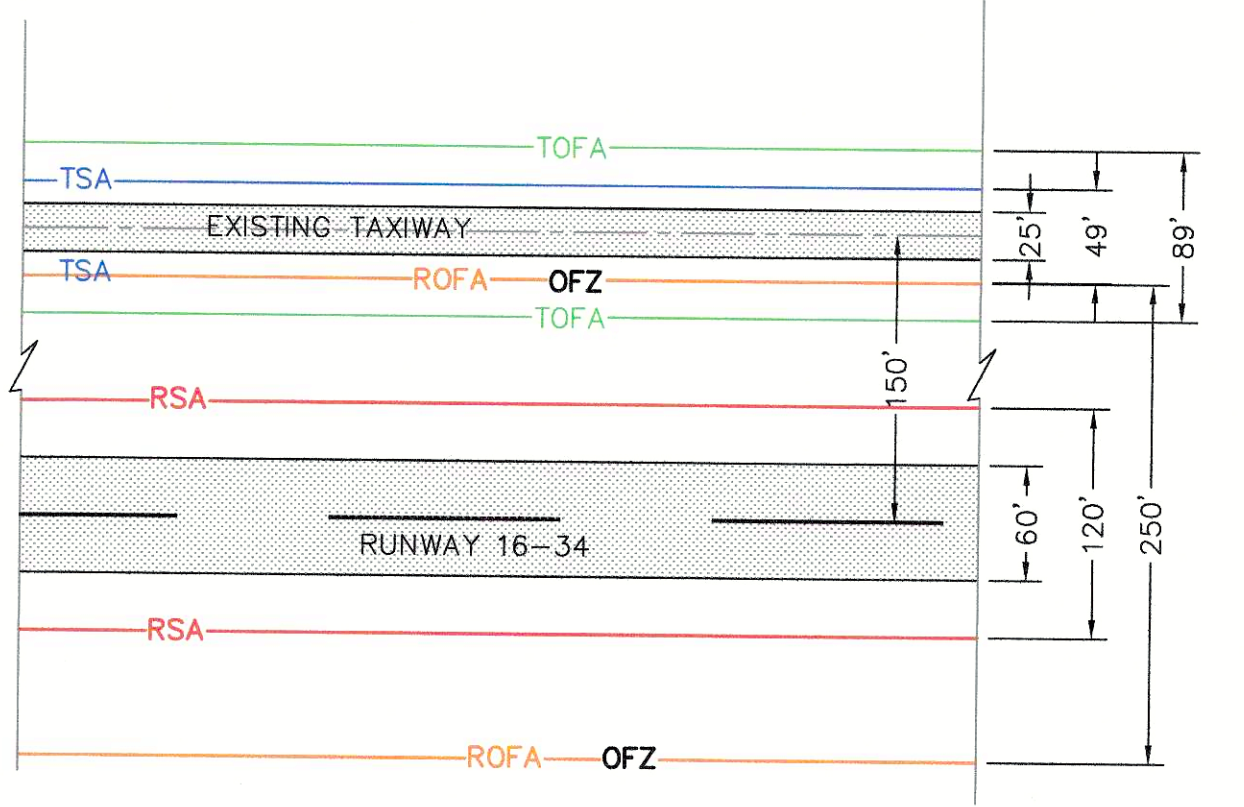
- NOTES:**
1. ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83)
  2. ALL ELEVATIONS BASED ON NAVD 88. REFERENCE USGS BENCH MARK BRIDGEPORT PID #JRO751.
  3. WIND DATA FROM AWOS ON SITE 2002 TO 2005.
  4. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
  5. AT LOCATION OF EXISTING BUILDING RESTRICTION LINE (BRL) ANY OBJECT 20 FT. HIGHER THAN ADJACENT RUNWAY CENTERLINE ELEVATION PENETRATES 7:1 TRANSITIONAL SURFACE OF PART 77.
  6. EXISTING PERIMETER BARB WIRE FENCE IS LOCATED ON AIRPORT PROPERTY LINE.

**OBSTRUCTIONS TO RUNWAY 34 PART 77 20:1 APPROACH**

No.	FACILITY	DISTANCE FROM R/W END	OFFSET FROM R/W C	TOP ELEV.	PROPOSED CORRECTION	ACTION
16	VEHICLES ON STOCK DRIVE	200'	145' WEST	6785.5	REALIGN STOCK DRIVE	
17	EAST SIDE BARB WIRE FENCE		92-160' EAST	6470	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
18	VEHICLES ON HWY 182		158' EAST	6492	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
19	EAST HILLSIDE		1644' EAST	6623-6823	-	

LEGEND	EXISTING	FUTURE
GROUND CONTOUR	-7070	
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)	-RSA-	-RSA-
RUNWAY OBJECT FREE AREA (ROFA)	-ROFA-	-ROFA-
RUNWAY OBJECT FREE ZONE (OFZ)	-OFZ-	-OFZ-
BUILDING RESTRICTION LINE (BRL)	-BRL-	
RUNWAY PROTECTION ZONE		
THRESHOLD SITING SURFACE (TSS)	APPROACH	
TAXIWAY SAFETY AREA (TSA)	-TSA-	-TSA-
TAXIWAY OBJECT FREE AREA (TOFA)	-TOFA-	-TOFA-
AIRFIELD PAVEMENT	AC	PCC
AIRCRAFT MOVEMENT AREA	AC	PCC
FACILITIES		
ROAD (PAVED)		
DIRT/GRAVEL ROAD		
FENCE	5 STRAND BARB WIRE (4')	CHAIN LINK (8')
RUNWAY THRESHOLD LIGHT	●●●	●●●
SUPPLEMENTAL WINDCONE	⚓	⚓
SECTION CORNER	35 36 2	
AIRPORT REFERENCE POINT	⊕	⊕
OBSTRUCTION LIGHT	⊕	⊕

No.	FACILITY	TOP ELEV.
1	ELECTRICAL VAULT	6482
2	EXISTING HANGAR	6481.5
3	USFS OFFICE BUILDING	6482.5
4	USFS HELIPAD	
5	AWOS	6461
6	SEGMENTED CIRCLE AND WINDCONE	
7	EXISTING 2 BOX PAPI	
8	EXISTING REIL	
9	SELF SERVE FUEL TANK AND DISPENSER	6478.2
10	CDF JUMP TOWER	6488.5
11	FUEL TANK	
12	FUTURE HANGARS	
13	EXISTING FLOODLIGHT	6498
14	EXISTING FLOODLIGHT	6497
15	EXISTING ROTATING BEACON (SOUTHEAST OF R/W 34)	
16	STOCK DRIVE REALIGNMENT	
17	EAST SIDE BARB WIRE FENCE	
18	VEHICLES ON HIGHWAY 182	
19	EAST SIDE HILLSIDE	
20	FUTURE FBO	
21	FUTURE OBSTRUCTION LIGHT	
22	FUTURE HELIPORT PARKING	
23	SUPPLEMENTAL WINDCONE	



**EXPANDED SECTION**  
 SCALE: 1" = 150'

1. TAXIWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA SHOWN HERE FOR CLARITY. SAFETY AREA AND OBJECT FREE AREA CONTINUE FOR BOTH SIDES OF TAXIWAY AND EXTEND ON BOTH SIDES OF TAXIWAY.
2. TAXIWAY ADG I AND TDG 1A

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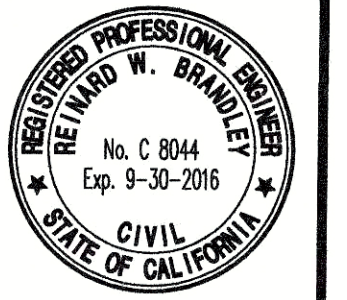
APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 GARRET HIGERD - ASSISTANT PUBLIC WORKS DIRECTOR

**Reinard W. Brandley**  
 CONSULTING AIRPORT ENGINEER

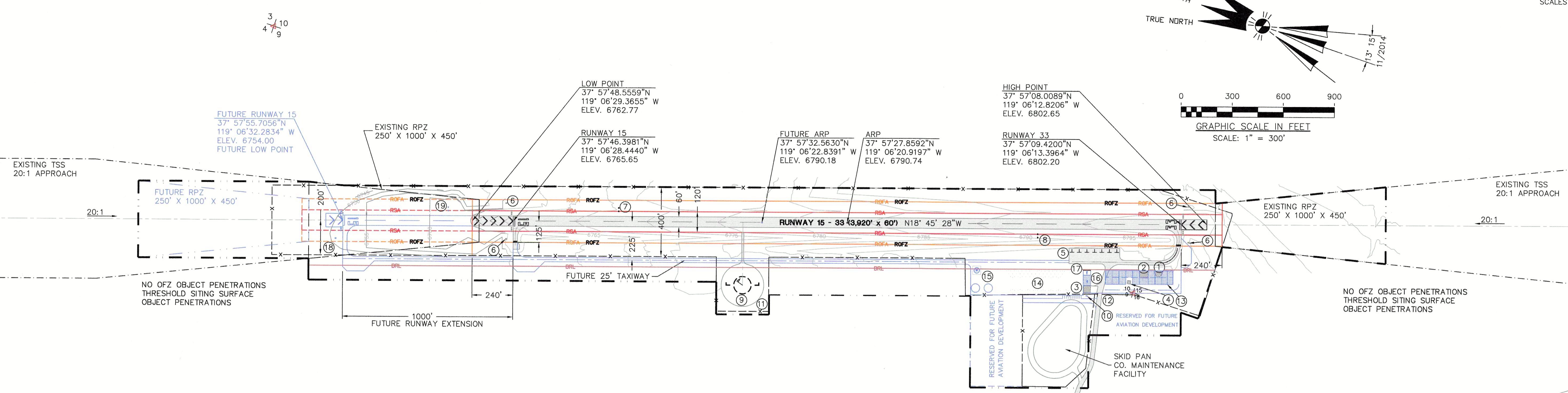
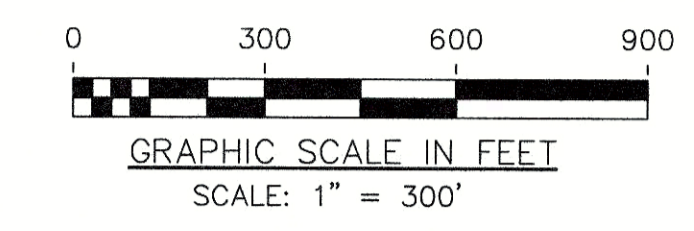
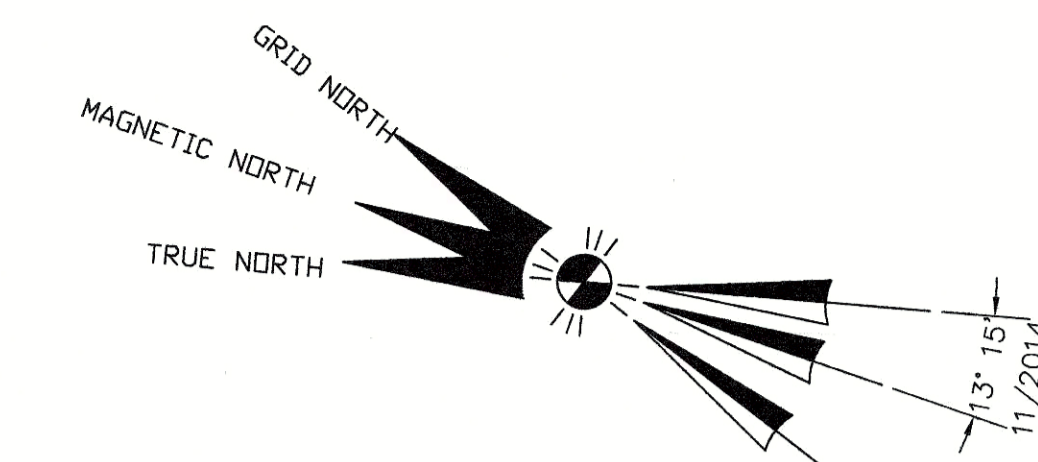
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MONO COUNTY  
 STATE OF CALIFORNIA  
**BRYANT FIELD**  
 BRIDGEPORT, CALIFORNIA  
**AIRPORT LAYOUT PLAN**

NO.	REVISIONS	BY	APR	DATE



DATE NOV. 7, 2014  
 SHEET NUMBER  
 2 OF 9 SHEETS

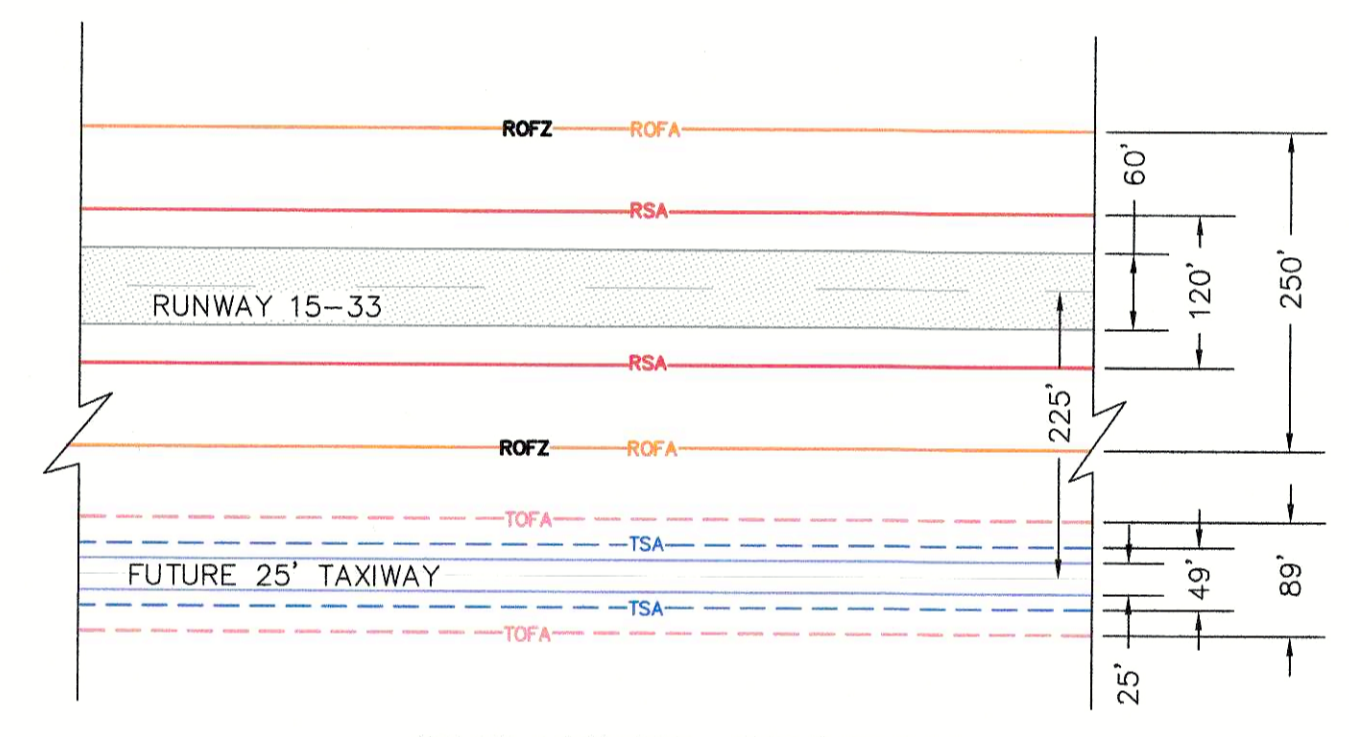


LEGEND	EXISTING	FUTURE
GROUND CONTOUR	---6580---	
AIRPORT PROPERTY LINE	---P---	---P---
RUNWAY SAFETY AREA (RSA)	---RSA---	---RSA---
RUNWAY OBJECT FREE AREA (ROFA)	---ROFA---	---ROFA---
RUNWAY OBJECT FREE ZONE (OFZ)	---OFZ---	---OFZ---
BUILDING RESTRICTION LINE (BRL)	---BRL---	
RUNWAY PROTECTION ZONE	---PZ---	---PZ---
TAXIWAY SAFETY AREA (TSA)	---TSA---	---TSA---
TAXIWAY OBJECT FREE AREA (TOFA)	---TOFA---	---TOFA---
TAXILANE OBJECT FREE AREA (TLOFA)	---TLOFA---	---TLOFA---
AIRFIELD PAVEMENT	AC PCC	AC PCC
AIRCRAFT MOVEMENT AREA	AC PCC	AC PCC
FACILITIES	---FAC---	---FAC---
ROAD (PAVED)	---ROAD---	---ROAD---
DIRT/GRAVEL ROAD	---DIRT---	---DIRT---
FENCE	5 STRAND BARB WIRE (4')	CHAIN LINK (8')
RUNWAY THRESHOLD LIGHT	---LIGHT---	---LIGHT---
WINDCONE	---WIND---	---WIND---
SECTION CORNER	35 36 2 1	
AIRPORT REFERENCE POINT	---POINT---	---POINT---

INVENTORY		
No.	FACILITY	TOP ELEV.
1	AIRCRAFT HANGARS A1	6814.5
2	AIRCRAFT HANGARS A2	6820.2
3	AIRCRAFT HANGARS A3	6823.4
4	ELECTRICAL VAULT	6811
5	TIEDOWN APRON	
6	REIL	
7	P.A.P.I. (NORTH)	
8	P.A.P.I. (SOUTH)	
9	WIND CONE AND SEGMENTED CIRCLE	
10	FUTURE ROTATING BEACON	
11	FUTURE AWOS	
12	FUTURE CARD ACCESS GATE	
13	FUTURE HANGARS	
14	FUTURE TIEDOWN APRON	
15	FUTURE HELIPAD	
16	FUTURE FBO	
17	FUTURE FUELING FACILITY	
18	FUTURE REIL	
19	FUTURE PAPI (NORTH)	

**NOTES:**

- ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83) ALL ELEVATIONS BASED ON NAVD 88 DATUM.
- THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
- BUILDING RESTRICTION LINE(BRL) ESTABLISHED IN ACCORDANCE WITH F.A.R. PART 77 CRITERIA. LOCATION ESTABLISHED TO ALLOW 20 FT. OBJECT HEIGHT ABOVE ADJACENT RUNWAY CENTERLINE ELEVATION.
- AIRPORT PROPERTY IS LEASED FROM THE CITY OF LOS ANGELES DEPARTMENT OF WATER AND POWER(LADWP), SEE EXHIBIT A.
- NO SITE SPECIFIC WIND DATA AVAILABLE.



**EXPANDED SECTION**  
SCALE: 1" = 150'

- TAXIWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA SHOWN HERE FOR CLARITY. SAFETY AREA AND OBJECT FREE AREA CONTINUE FOR BOTH SIDES OF TAXIWAY AND EXTEND ON BOTH SIDES OF TAXIWAY.
- TAXIWAY ADG 1 AND TDG 1A

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APPROVED DATE  
GARRETT HIGERD - ASSISTANT PUBLIC WORKS DIRECTOR

**Reinard W. Brandley**  
CONSULTING AIRPORT ENGINEER

6125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725

MONO COUNTY  
STATE OF CALIFORNIA

**LEE VINING AIRPORT**

LEE VINING, CALIFORNIA

**AIRPORT LAYOUT PLAN**

NO.	REVISIONS	BY	APR	DATE



# Mono County Airport Land Use Commission

---

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
www.monocounty.ca.gov

March 30, 2015

To: Mono County Airport Land Use Commission

From: Gerry Le Francois, Principal Planner

RE: Status of existing Airport Land Use Compatibility Plans (ALUCPs) for Mammoth June Lake Airport, Bryant Field and Lee Vining Airport

**Recommendation:**

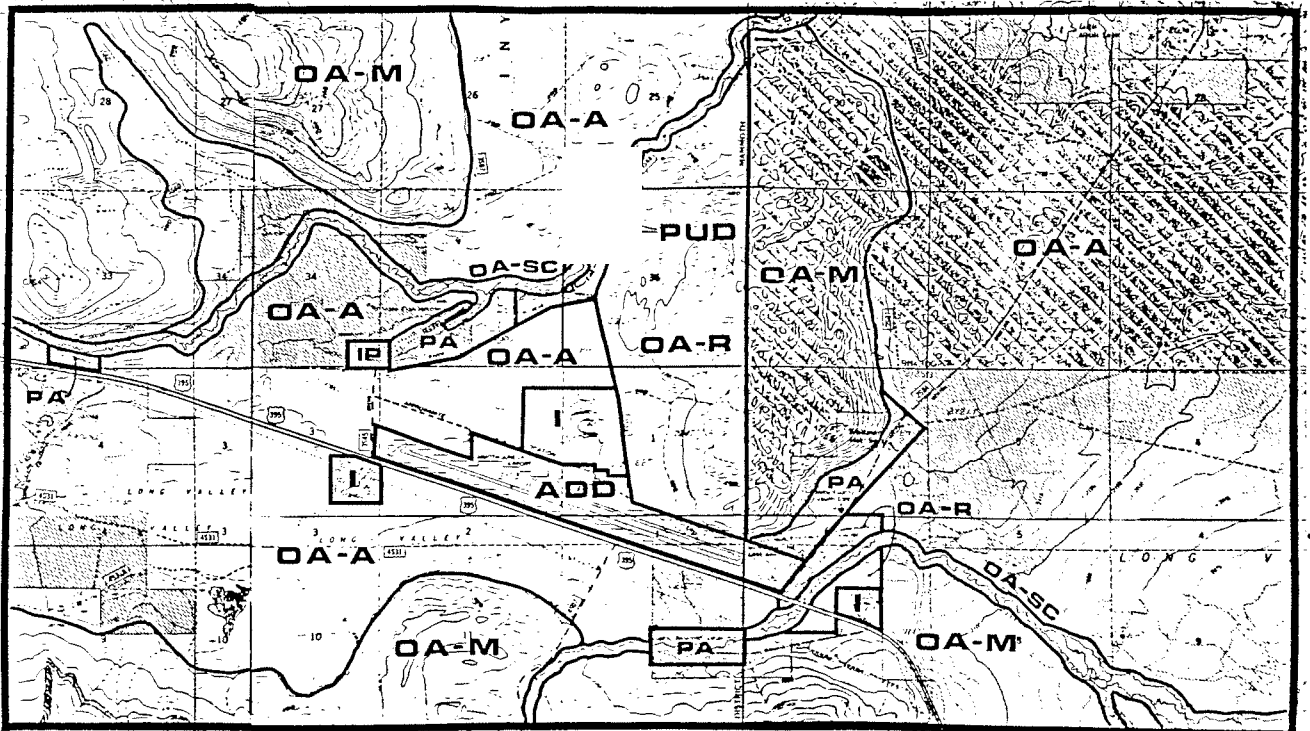
Provide any desired direction to staff.

Staff will give an overview of the Mammoth June Lake Airport Layout Plan, the Bryant Field and Lee Vining Airport ALUCPs. The Mammoth June Lake Airport Land Use Plan (ALUP) was last adopted in 1987. The Bryant Field and Lee Vining Airport Land Use Compatibility Plans were adopted in 2006.

Due to lack of County resources, staff is discussing with the California Department of Transportation, Division of Aeronautics, the possibility of grant funding for ALUP/ALUCP updates countywide.

# MAMMOTH/JUNE LAKE

## AIRPORT LAND USE PLAN



PREPARED FOR

MONO COUNTY AIRPORT LAND USE COMMISSION

MARCH 1987

# Mammoth Yosemite Airport Mammoth Lakes, California



## Airport Layout Plan Update Narrative

January 2015



Reinard W. Brandley

CONSULTING AIRPORT ENGINEER

# Mono County Airport Land Use Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800, fax 924.1801  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420, fax 932.5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## DRAFT MINUTES

May 5, 2011

---

**COMMISSIONERS:** Byng Hunt & Hap Hazard, Mono County; Matthew Lehman & Skip Harvey, Town of Mammoth Lakes; Jeff Walters (by phone) and Bill Manning, airport representatives

**STAFF:** Scott Burns, Gerry Le Francois, Heather deBethizy, C.D. Ritter

**GUESTS:** Owen Maloy & Stephen Kalish, county residents; Elaine Smith, High Sierra Striders; Peter Bernasconi & Jen Daugherty, Town of Mammoth Lakes; Brett Long, project architect (by phone)

---

1. **Call to order:** Supervisor Hap Hazard called the meeting to order at 10:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes.

2. **Public Comment:** Stephen Kalish, county resident, indicated he was unhappy that the Town had expanded the airport without requisite approvals: extended fence 600-700' to east (no Mono County approval); no EIS approved; non-barbed wire fence to protect sage grouse (new fence is barbed); no public hearings or Mono approvals; runway protection zone includes the Green Church, which has been subjected to hundreds of overflights without any progress by parties involved to pay for relocation or get federal funds to move the church. It's a Mono County responsibility, he contended.

3. **Membership review and election of officers:** Gerry Le Francois noted ALUC had not met since 2006. He mentioned the membership entities, noting the need to solicit a public member. Probably one or two meetings will be scheduled this year. Bylaws indicate any action needs at least three votes from a quorum of four. The meeting schedule needs adjustment.

**MOTION:** Elect Hap Hazard as chair, Skip Harvey as vice chair. (*Hunt/Manning. Ayes: 4-0. Abstain: 2 – Walters not present in person, Harvey absent.*)

4. **Minutes from July 17, 2006:**

**MOTION:** Adopt minutes as presented. (*Manning/Hunt. Ayes: 3. Abstain: 2 – Lehman & Walters new to ALUC, Harvey absent.*)

5. **Roles/Responsibilities of ALUC:** The ALUC's jurisdiction does not include the airport proper, just the surrounding areas. The ALUC adopted the Mammoth/June Airport Land Use Plan in 1987, and it was incorporated into the General Plan. No changes have occurred since. Le Francois reviewed general purpose, authority and requirements, consistency with local general plans (a Specific Plan example is Sierra Business Park across the highway from the airport) and airport master plan. An EIR and EA were completed for the 1987 Airport Land Use Plan (ALUP). The Town consultant has provided a newer plan, now titled the Mammoth Yosemite ALUP. Compatibility and compliance with safety and noise regulations were updated. Some uses no longer exist: sheriff substation, elementary school, juvenile detention facility, Caltrans sand/gravel operation, and campground.

Commissioner Hazard requested GIS maps and color prints for commissioners to replace photocopies of USFS maps currently in use.

~ Commissioner Harvey arrived at 10:30, the start time originally announced. ~

**6. Compatibility Review of Whitmore Track & Sports Field:** Heather deBethizy, assistant planner, reviewed the project proposal. Whitmore Park houses three ball fields with lighting on two (50-60' poles) and the County's animal shelter. The land use designation is Public Agency (PA), which allows recreational use. (Note: Brett Long, project architect, joined the meeting by phone.) The site is a half mile from the eastern end of the runway, so lies within ALUP area. Mono County is not involved, as the Town leases the land from LADWP. Six 60' lights at track and field area. The tree phases of construction would be the field, parking, and concession.

de Bethizy presented photos from various vantage points. Approvals required include a Use Permit by the County and a CEQA Mitigated Negative Declaration by the Town. The Planning Commission hearing on the Use Permit is proposed for autumn. The site is not within the safety zone or approach/departure surface. The overflight zone, however, has some development restrictions: no flashing red lights, dark sky compliance, no smoke, steam, or electrical interference.

Three issues must be addressed:

1) Density: No >25 people/acre (593 people), seating for 236 spectators, plus 236 athletes on field. No simultaneous events. Commissioner Hazard asked where the limit came from. Le Francois described it as a rural standard in ALUP. Hazard thought people on the ground were not as significant as trees on Doe Ridge. deBethizy affirmed that staff believes density complies with the current plan.

2) Height: The General Plan allows utility poles up to 60', with lights shielded and down-directed. Commissioner Hazard expressed land use concerns. The football field in Mammoth was built to standards, but stadium lights go all the way to Long Valley. He suggested another discussion on height. Proponent is working with the Town to address lighting concerns. Commissioner Harvey noted no efforts to shield football field lights, as they predated dark sky regulations.

3) Noise: Nonresidential is within 65 dB noise contour, and project is well outside the contour.

Commissioner Lehman asked how often lights would be on. Jen Daugherty, Town planner, joked that she was glad to be a catalyst to get ALUP together. Construction would start next summer, with lighting in a later phase. Events in summer have longer daylight hours, so only special night events would need lights. The original 80' poles would provide better down-direction, but wouldn't meet Mono's height-restriction limits. Safety and playability require adequate lighting. Elaine Smith, High Sierra Striders, indicated events would not extend past 7 p.m. in summer.

Commissioner Harvey liked comparisons, and wanted to know the height of MHS stadium lights. He was pleased with shielding the lights. He noted it was not uncommon to go by public tracks down south with lights on, but maybe facilities are used more.

Stephen Kalish asked whether an architect had conducted a lighting analysis. Commissioner Hazard predicted a significant discussion of lighting by the County. Clouds in the area cause a rotating beacon to be seen at Tom's Place. Light carries a long way, especially with cloud reflection.

Commissioner Lehman learned to fly near Palomar. Driving ranges exist around airports because of open space and no disturbance from homes. He saw no problem with lighting.

deBethizy stated that staff prides itself on 60' height limit. If Town applies for a Variance to 80', maybe Mono would consider a taller height and be willing to go to 80'.

Commissioner Hazard replied that if Mono wouldn't take cell towers >60', it sure would not take taller lights.

Commissioner Lehman wondered if a shorter height would create a different angle downward.

Daugherty recalled that the plan originally had four 80' lights, and now it's six 60'.

Commissioner Harvey asked whether wattage would change. Architect Brett Long responded that shielded lamps are fairly consistent, but glare varies with height. Wattage would not be essentially different.

deBethizy concluded her presentation by saying staff recommends the ALUC find the project compatible with Mammoth/June ALUP.

Le Francois saw this as a foreseeable project that would be included in ALUP update analysis.

Owen Maloy, local resident, thought maybe density was an imaginary problem. If people fly over Doe Ridge, why have density restriction in the proposed area? A threshold in altitude exists. Concentration of people at the Green Church is against FAA density rules, he reminded.

Le Francois explained that the standard hemmed staff in, so it was being conservative. As the plan gets updated, density could be in safety or clear-zone areas instead.

Commissioner Hazard suggested reworking the plan to bring it into the current world. General aviation component and ridge are more dangerous than 200 people on the ground. Some matters at the airport don't get included in these plans. He cited a significant reduction in noise from overflights and accidents in takeoff/departures in last 15 years that show a good understanding of danger areas. Incorporate whatever's being done into the ALUP. Currently, we're stuck with an ALUP that is not based in reality. Work slowly, methodically on update. Le Francois suggested a new timeline.

***MOTION:*** Find that the Whitmore Track and Sports Field project is compatible with the Mammoth/June Airport Land Use Plan. (*Hunt/Harvey. Ayes: 5-0. Abstain, not present in person: Walters.*)

**7. Adjourn** at 11:02 a.m. to next meeting, to be announced later

*Prepared by C.D. Ritter, ALUC secretary*