

APPENDIX O

TRIBAL COORDINATION

O.1 INTRODUCTION

In addition to coordination letters regarding potential 4(f)/303(c) properties in the initial area of investigation (see **Appendix M**) meetings were held with tribal leaders of properties located within the vicinity of St. George. Coordination letters have also been sent to tribal leaders as part of the Environmental Impact Statement (EIS) development process.

The following items are attached to this appendix.

Table O.1
LIST OF ATTACHMENTS

Attachment	Items
O-1 – Coordination with Leaders of Tribal Lands in the St. George Area and Consultant's Meeting Notes	Mailing list and initial coordination letter sent by FAA to tribal leaders, dated February 12, 2004
	Mailing list and letter sent to FAA to tribal leaders, regarding the Little Black Mountain Petroglyph Site, dated March 18, 2005 and March 22, 2005
	Consultant's notes from meeting with Shivwits Band of Paiute Tribe of Utah, dated Aug. 18, 2004
	Consultant's notes from meeting with Kaibab-Paiute Tribe of Arizona, dated Aug. 26, 2004
	Consultant's notes from meeting with Cedar City Band of Paiute Tribe of Utah, dated Feb. 4, 2005
	Faxed & e-mailed notifications of Public Information Meeting to Kaibab-Paiute Tribe of Arizona, dated Nov. 10, 2004 and Nov. 12, 2004, respectively
	Faxed notification of Public Information Meeting to Cedar City Band of Paiute Tribe of Utah, dated Nov. 12, 2004

O.2 LEADERS OF TRIBAL LANDS IN THE ST. GEORGE AREA

Two Indian Tribes with three locations of reservation lands are located within the vicinity of St. George. The Kaibab Indian Reservation, located in Arizona, covers over 120,000 acres. The Paiute Indian Tribe occupies approximately 40,000 total acres of land in south-central and southwestern Utah. The Paiute Tribe in Southern Utah consists of five Bands: Shivwits, Indian Peaks, Kanosh, Koosharem, and Cedar City. Of the five bands, the Shivwits and Cedar City Bands are located within the initial area of investigation. The Shivwits Band occupies the largest amount of

Paiute Reservation land in Utah at 27,000 acres near St. George. The Cedar City Band occupies a smaller portion of land near Cedar City. The Southern Paiute Tribal Council is headquartered in Cedar City, Utah.¹

O.3 COORDINATION WITH LEADERS OF TRIBAL LANDS IN THE ST. GEORGE AREA

Attachment O-1 includes the FAA's mailing lists for tribal contacts and sample copies of the coordination letters sent by the FAA to the tribal leaders.

Meetings were held with leaders of the Shivwits Band of the Paiute Tribe of Utah on August 18, 2004; with leaders of the Kaibab-Paiute Tribe of Arizona on August 26, 2004; and with leaders of the Cedar City Band of the Paiute Tribe of Utah on February 4, 2005. The purpose of the meetings was to discuss the estimated project timeline for development of the EIS, the noise analysis methodology, and the nature of air traffic expected to be associated with the proposed replacement airport. The meetings also determined any other concerns the tribal leaders and members might have, including knowledge of special cultural sites or plant and animal species that could potentially be affected by the proposed project.

Attachment O-1 also includes the consultant's notes from the three meetings with tribal leaders.

O.4 COORDINATION WITH ARIZONA STATE HISTORIC PRESERVATION OFFICE

The Arizona State Historic Preservation Office's (SHPO) concurrence with no adverse effect of the proposed replacement airport, signed April 28, 2005, is included in **Appendix F, Cultural Resources**. As stated in the letter, the Arizona SHPO stipulates that their concurrence is valid if coordination with tribal leaders also leads to the absence of any impacts as a result of the proposed replacement airport.² The FAA is continuing coordination with the Arizona SHPO regarding potential effects on the Little Black Mountain Petroglyph Site.

¹ Paiute Tribe of Utah. Federal Emergency Management Agency (FEMA), Region VIII. On-line at <http://www.fema.gov/regions/viii/tribal/paiutebg.shtm>. October 22, 2004. Paiute Indians of Utah. *Utah History Encyclopedia*. University of Utah Press. On-line at <http://www.uen.org>. 1994. Utah Division of Indian Affairs, Profile of Paiute Indian Tribe. On-line at <http://dced.utah.gov/>. 1997.

² Correspondence from David Jacobs, Arizona State Historic Preservation Office, to Dennis Ossenkop, FAA Northwest Mountain Region. *Subject: Potential environmental impacts of the proposed replacement St. George Municipal Airport upon the Little Black Mountain Petroglyph Site*. Signed April 28, 2005. See **Appendix F**.

Attachment O-1

Coordination with Leaders of Tribal Lands in the St. George Area and Consultant's Meeting Notes

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**Mailing List for the Initial Tribal Coordination Letter, dated
February 12, 2004:**

Lora E. Tom, Chairwoman
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84720
Phone: (435) 586-1112
Fax: (435) 586-5915

Glenn Rogers, Chairman
Shivwits Band, Paiute Tribe
370 North 400 West
#2
St. George, UT 84770
Phone: (435) 619-0398

Carmen Bradley
Kaibab-Paiute Band
Tribal Affairs Building
HC 65 Box 2
Fredonia, AZ 86022
Phone: (928) 643-7245
Fax: (928) 643-7260



- Tribal Coordination Letter dated February 12, 2004 -

U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

«Name», «Title»
«Tribe»
«Address»
«City_state_zip»

February 12, 2004

Subject: St. George Municipal Airport Environmental Impact Statement (EIS)

Dear «Name»:

The Federal Aviation Administration (FAA), Northwest Mountain Region, is preparing an Environmental Impact Statement (EIS) for the proposed relocation of St. George Municipal Airport. As part of this effort, the EIS will be examining environmental conditions in a large area surrounding St. George so as to enable the evaluation of potential impacts from aircraft overflights of sensitive lands, such as Zion National Park.

Your reservation is in the initial area of investigation for the EIS. We are interested in consulting with you to gather information about land use on the reservation and important cultural sites on the reservation and in surrounding lands to which your tribe has traditional ties.

The FAA has contracted with the firm of Landrum & Brown to undertake the technical work for this study. I would like to request Landrum & Brown to contact you in the near future to arrange to gather information that is relevant to the EIS. Landrum & Brown may also request one of their subcontractors, Logan Simpson Design, to contact you.

You are on our "agency coordination" list for this project. We anticipate notifying you of the availability of the Draft EIS for review and of future public meetings and public hearings on the EIS. At this time, we estimate that the Draft EIS will be released next winter. If you have any questions or concerns, please contact me at 1-425-227-2611. My email address is Dennis.Ossenkop@faa.gov.

Thank you for your cooperation.

Sincerely,

Dennis Ossenkop
Environmental Protection Specialist
FAA EIS Project Manager

Mailing List for Tribal Coordination Letter Regarding the Little Black Mountain Petroglyph Site, dated March 18, 2005 and March 22, 2005 *

Mr. Daniel Eddy, Jr., Chair
Colorado River Tribal Council
Route 1, Box 23-B
Parker, AZ 85344

Ms. Betty Cornelius, Director
Colorado River Indian Tribes Museum
Route 1, Box 23-B
Parker, AZ 85344

Ms. Viola Stone, Coordinator
Mohave Elders Committee
Route 1, Box 23-B
Parker, AZ 85344

Mr. Wayne Taylor, Jr., Chair
The Hopi Tribe
P. O. Box 10
Supai, AZ 86435

Leigh Kuwanwisiwma
Hopi Cultural Preservation Office
P. O. Box 123
Kykotsmovi, AZ 86039

Mr. Edward Tito Smith, Chairman
Chemehuevi Indian Tribe
1990 Palo Verde Drive
P.O. Box 1976
Havas Lake, CA 92363

Ms. Linda Mahone, Chairwoman
Havasupai Indian Tribe
P.O. Box 10
Supai, Az 86435

Mr. Charles Vaughn, Chair
Hualapai Indian Tribe
P.O. Box 179
Peach Springs, AZ 86434-0179

Mrs. Carmen M. Bradley, Chair
LeAnn Skrzynski, Director, Kaibab
Paiute Environmental Department
Manuel M. Savala, Tribal
Administrator
Kaibab Band of Paiutes
H.C. 65, Box 2
Fredonia, AZ 86022

Mrs. Alfreda Mitre, Chairwoman
Las Vegas Paiute Tribe
Number One Paiute Drive
Las Vegas, NV 89106

Mr. Phil Swain, Chairman
Moapa Band of Paiutes
P.O. Box 340
Moapa, NV 89025

Mr. Richard Arnold, Chairman
Pahrump Band of Paiutes
P.O. box 3411
Pahrump, Nevada 98041

***Note:** The same tribal coordination letter regarding Little Black Mountain was sent in two mailings. Approximately half of the recipients received a letter dated March 18, 2005 while the other half received the same letter dated March 22, 2005.

Ms. Lora E. Tom, Chairwoman
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84720

Mrs. Anthonia Tom, Chairwoman
Indian Peak Band of Paiutes
940 West 520 South
Cedar City, Utah 84720

Mr. Travis Parashonts, Chairman
Cedar Band of Paiutes
P. O. Box 235
Cedar City, UT 84720

Mr. Glenn Rogers, Chairman
Shivwits Band of Paiutes
370 North 400 West #2
St. George, UT 84770

Ms. Cyndi Charles, Chairwoman
Koosharem Band of Paiutes
223 East 575 North
Cedar City, Utah 84720

Mr. Phil Pikyavit, Chairman
Kanosh Band of Paiutes
P.O. Box 101
Kanosh, UT 84637

Ms. Evelyn James, President
San Juan Southern Paiute Tribe
P.O. Box 1989
Tuba City, AZ 86045

Governor Arden P. Quetawki, Sr.
Pueblo of Zuni
P.O. Box 339
Zuni, New Mexico 87327



- Tribal Coordination Letter dated March 18, 2005 and March 22, 2005* -

U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

March 18, 2005

«Name», «Title»
«Tribe»
«Address»
«City_state_zip»

Subject: Potential Environmental Impacts of the Proposed Replacement St. George, Utah,
Municipal Airport upon the Little Black Mountain Petroglyph site.

Dear «Name»:

The Federal Aviation Administration (FAA), Northwest Mountain Region, is preparing an Environmental Impact Statement (EIS) for the proposed replacement of the St. George Municipal Airport at St. George, Utah. As part of this effort, the EIS will be examining environmental conditions in a large area surrounding St. George, Utah, so as to enable the evaluation of potential impacts from aircraft over flights of sensitive lands.

During the course of our consultation with Native American Indian tribes in the vicinity of the proposed site of the replacement airport, the FAA became aware of the existence of the Little Black Mountain Petroglyph site. Enclosed is a diagram from our recent noise measurement study at Little Black Mountain showing the close proximity of the replacement airport site to Little Black Mountain. The FAA is interested in consulting with you to gather information about the site's importance to your tribe.

Although the FAA is scheduled to release the draft EIS in the spring of this year for public and agency comment, we would appreciate receiving, as soon as possible, any tribal concerns you may have regarding the interaction of the proposed replacement airport and the Little Black Mountain Petroglyph site. We will notify you of the availability of the Draft EIS for review and of future public meetings and the public hearing on the EIS. If you have any questions or concerns, please contact me at 1-425-227-2611. My email address is Dennis.Ossenkop@faa.gov.

Thank you for your cooperation.

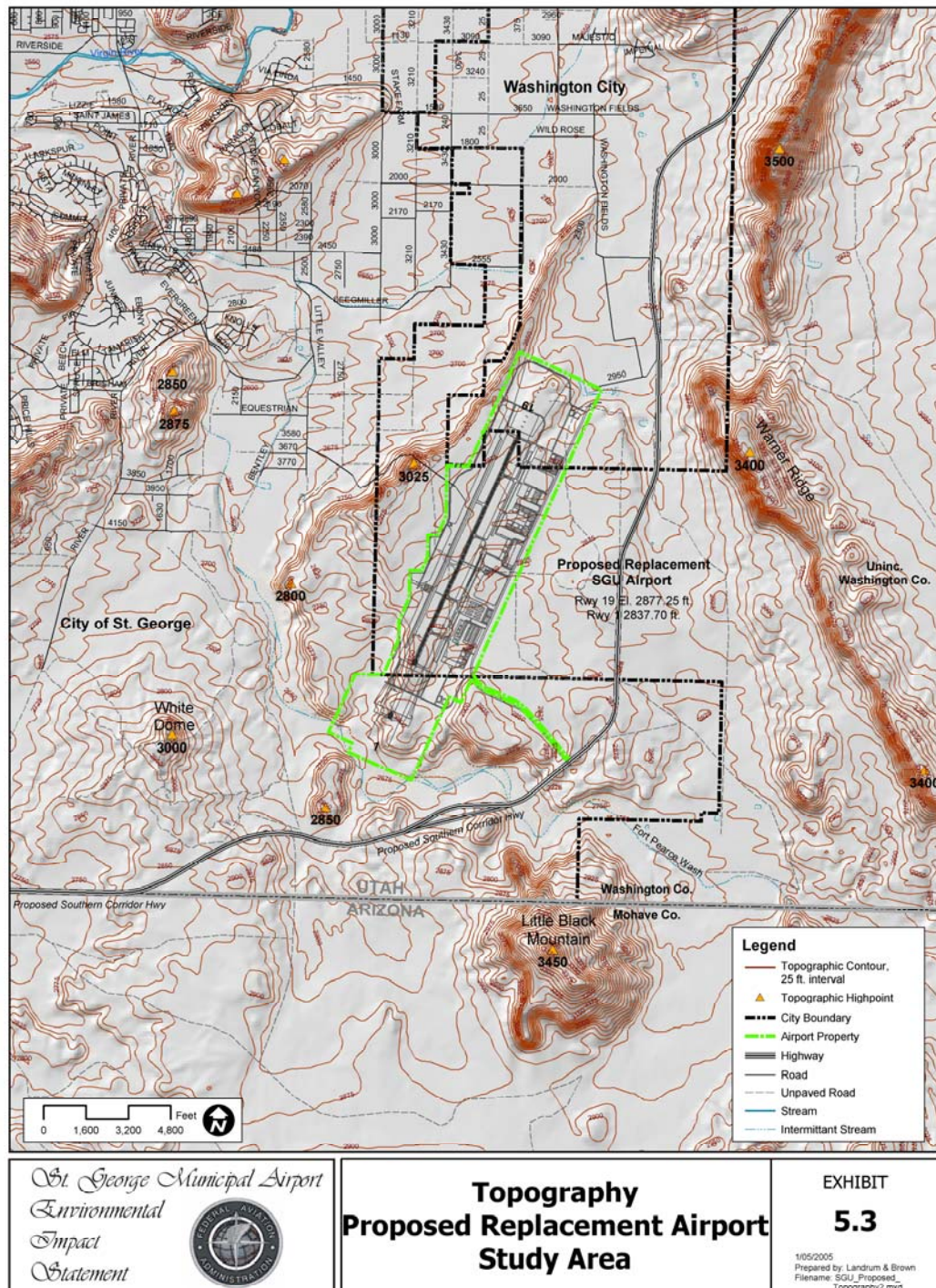
Sincerely,

Dennis Ossenkop
Environmental Protection Specialist
FAA EIS Project Manager

Enclosure

**Note: The same tribal coordination letter regarding Little Black Mountain was sent in two mailings. Approximately half of the recipients received this letter dated March 18, 2005 while the other half received the same letter dated March 22, 2005.*

St. George Replacement Airport and Little Black Mountain Petroglyph Site



**Mailing List for the Utah Tribal Coordination Letter, dated
August 1, 2005:**

Lora E. Tom, Chairwoman
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84720

Glenn Rogers, Chairman
Shivwits Band, Paiute Tribe
370 North 400 West #2
St. George, UT 84770

Anthonia Tom, Chairwoman
Indian Peak Band of Paiutes
940 West 520 South
Cedar City, UT 84720

Travis Parashonts, Chairman
Cedar Band of Paiutes
P.O. Box 235
Cedar City, UT 84720

Cyndi Charles, Chairwoman
Koosharem Band of Paiutes
223 East 575 North
Cedar City, UT 84720

Phil Pikyavit, Chairman
Kanosh Band of Paiutes
P.O. Box 101
Kanosh, UT 84637



- Utah Tribal Coordination Letter, dated August 1, 2005 -

U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

August 1, 2005

«Name», «Title»

«Tribe»

«Address»

«City_state_zip»

Subject: Potential Section 106 Effects of the Proposed Replacement St. George, Utah,
Municipal Airport.
State Project #U-04-LI-0353p,s

Dear «Name»:

In accordance with Section 106 of the National Historic Preservation Act of 1966, 16 U.S.C. § 470(f), and implementing regulations, 36 C.F.R. Part 800, the Federal Aviation Administration (FAA) makes the following findings regarding potential effects from the replacement airport at St. George, Utah to listed and/or eligible properties in the expanded Area of Potential Effects for this project.

As stated in our March 22, 2005, letter, the FAA is preparing an Environmental Impact Statement (EIS) for the proposed replacement of the St. George Municipal Airport at St. George, Utah. As required by Section 106, Federal agencies also must take into account the effects of their undertakings on properties included, or eligible for inclusion, in the National Register of Historic Places (National Register). Our March 22, 2005 letter focused on the proposed airport footprint and the Little Black Mountain Petroglyph site. We found no historic properties affected within the footprint. We did not receive a response to this finding and, pursuant to 36 C.F.R. § 800.4(d)(1)(i), we assumed concurrence. Consultation regarding Little Black Mountain has continued with the Arizona SHPO due to the geographic location of the site. BLM has recently submitted its concurrence with the FAA's Finding of No Adverse Effect on Little Black Mountain Petroglyph Site.

As a result of the large study area for this project under NEPA, extending eighty miles to the north and south of the proposed replacement airport and one hundred miles to the east and west of the replacement site for a total of approximately 9,200 square miles, the FAA also has expanded its APE to include this same area. Please see the attached map of the area. We have identified 80 properties within this APE that are eligible or currently listed on the NRHP. This list includes thirty properties within Zion National Park that are on the NRHP. Please see the attached documentation for a full listing and description of all of these sites.

Due to the vast expanse of this APE and thus the distance from the actual physical development of this replacement airport, the primary potential effect upon these properties would result from aircraft noise. For this letter, we have selected an area we studied to demonstrate the very minimal changes in noise from the replacement airport. Since most of historic sites in the vicinity of the replacement airport lie north of Quail Creek State Park or in areas rarely overflown by aircraft from the existing airport (and unlikely from the replacement airport), aircraft noise from the replacement airport would be less than forecast at this location because aircraft would be climbing to higher altitudes and flight tracks would be dispersing to areas beyond the park.

Quail Creek State Park - Quail Creek State Park (SP) is located approximately 12 nautical miles to the northeast of the existing St. George Airport.

The results of the noise analysis for the DNL, Leq(24) and Leq(day) metrics revealed that the noise levels from both the existing and replacement airports ranged from below the estimated ambient noise level to values near 30.6 dBA depending on the future year of interest (2010 or 2020). Consequently, most of the changes associated with the project were also below the ambient noise levels with a few analysis locations experiencing changes of -1.5 to 1.1 dBA depending on year of interest and metric.

The results of the TAA analysis range from 27.9 to 31.2 minutes per average day above the ambient level for the existing airport scenarios. The replacement airport results ranged from 2.4 to 3.2 minutes per average day above the ambient level for the future scenarios. The changes in TAA were mainly focused on the southern portion of the SP and they ranged from -26.1 to -25.3 minutes in 2010 and -28.2 to -27.4 in 2020.

For the number of events (overflights of this property) above various sound levels, the results ranged from 0.0 to 67.8 for the existing airport in 2010 and 0.0 to 73.9 in 2020. In contrast, results for the replacement airport ranged from 0.0 to 65.2 in 2010 and 0.0 to 72.3 in 2020.

In summary, the noise effects of the replacement airport are less than those experienced from the existing airport at this property.

Based on the above noise analysis, the FAA finds that there would be no adverse effect on any of the eligible or listed properties.

We are currently proceeding with our NEPA draft EIS on this proposed replacement airport. Should you have any comments on our Section 106 determination, we would appreciate receiving them within thirty days of receipt of this letter. If you have any questions, please feel free to contact Mindy Lee at (303) 342-1280.

Sincerely,

Carolyn Read
Project Coordinator
FAA Airports Division

Enclosures (4)

GLOSSARY

Ambient Noise - The total sum of noise from all sources in a given place and time.

Day-Night Average Sound Level (DNL) - A noise measure used to describe the average sound level over a 24-hour period, typically an average day over the course of a year. In computing DNL, an extra weight of 10 decibels is assigned to noise occurring between the hours of 10:00 p.m. and 7:00 a.m. to account for increased annoyance when ambient noise levels are lower and people are trying to sleep. DNL may be determined for individual locations or expressed in noise contours.

Equivalent Sound Level (Leq [24] or Leq[day]) - The energy average sound level experienced over a given period of time (a 24 hour day or only daytime hours [7 am –10 pm]).

Time Above Ambient (TAA) - The amount of time that sound exceeds the ambient noise.

Additional enclosures:

- *Exhibit 5.1, Initial Area of Investigation*
- *Exhibit 5.12, Cultural Resource Sites*
- *Exhibit 5.13, Cultural Resources in Zion National Park*

**Mailing List for the Arizona Tribal Coordination Letter, dated
August 1, 2005:**

Linda Mahone, Chairwoman
Havasupai Indian Tribe
P.O. Box 10
Supai, AZ 86435

Wayne Taylor, Jr., Chairman
The Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

Charles Vaughn, Chairman
Hualapai Indian Tribe
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Peach Springs, AZ 86434

Carmen M. Bradley, Chairwoman
Kaibab Band of Paiutes
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***Kaibab Paiute Environmental
Department***
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**Manuel M. Savala, Tribal
Administrator**
Kaibab Band of Paiutes
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Fredonia, AZ 86022

Evelyn James, President
San Juan Southern Paiute Tribe
P.O. Box 1989
Tuba City, AZ 86045

Daniel Eddy, Jr., Chair
Colorado River Tribal Council
Route 1, Box 23-B
Parker, AZ 85344

Betty Cornelius, Director
***Colorado River Indian Tribes
Museum***
Route 1, Box 23-B
Parker, AZ 85344

Viola Stone, Coordinator
Mohave Elders Committee
Route 1, Box 23-B
Parker, AZ 85344

Leigh Kuwanwisiwma
Hopi Cultural Preservation Office
P.O. Box 123
Kykotsmovi, AZ 86039



- Arizona Tribal Coordination Letter, dated August 1, 2005 -

U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

August 1, 2005

«Name», «Title»

«Tribe»

«Address»

«City_state_zip»

Subject: Potential Section 106 Effects of the Proposed Replacement St. George, Utah,
Municipal Airport.

Dear «Name»:

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the proposed replacement of the St. George Municipal Airport at St. George, Utah. As part of this effort, the EIS is examining environmental conditions in a large area surrounding St. George, Utah, so as to enable the evaluation of potential impacts from aircraft overflights.

Section 106 of the National Historic Preservation Act of 1966, 16 U.S.C. § 470(f), and the implementing regulations, 36 C.F.R. Part 800, requires Federal agencies to take into account the effects of their undertakings on properties included, or eligible for inclusion, in the National Register of Historic Places. The FAA has completed its inventory of potential National Register sites on the proposed airport property which would undergo ground-disturbing activity and found that there were no sites eligible for the National Register. This has been coordinated with the Utah State Historic Preservation Office.

As a result of the large study area for this project under NEPA, which extends eighty miles to the north and south of the proposed replacement airport and one hundred miles to the east and west of the replacement site for a total of approximately 9,200 square miles, the FAA also has expanded its APE to include this same area. Please see the attached map of the area.

Due to the vast expanse of this APE and thus the distance from the actual physical development of this replacement airport, the only potential effect upon historic properties in the portion of Arizona falling into this large APE would result from aircraft noise. For this letter, we have selected two of the areas we studied to demonstrate the very minimal changes in noise from the replacement airport. Since most of Arizona lies south of these three sites, aircraft noise from the replacement airport would be less than forecast at these sites because aircraft would be climbing to higher altitudes and flight tracks would be dispersing to areas beyond the three sites.

Beaver Dam Mountains Wilderness Area - Beaver Dam Mountain Wilderness is located approximately 8 nautical miles to the southwest of the existing St. George Airport. The results of the noise analysis for the DNL, Leq(24) and Leq(day) metrics revealed that the noise levels from both the existing and replacement airports ranged from below the estimated ambient noise level to values near 32.5 dBA depending on the metric and future year of interest (2010 or 2020). Consequently, most of the changes associated with the project were also below

the ambient noise levels with a few analysis locations experiencing changes of -1.9 to 13.1 dBA depending on year of interest and metric.

The results of the TAA analysis range from 5.4 minutes to 48.9 minutes per average day above the ambient level for the existing airport scenarios. The replacement airport results ranged from 5.5 minutes to 36.7 minutes per average day above the ambient level for the future scenarios. The changes in TAA were mainly focused on the northeastern section of the Beaver Dam Mountain Wilderness Area and they ranged from -20.5 to 0.2 minutes in 2010 and -21.7 to 0.2 in 2020.

For the number of events (overflights of this property) above various sound levels, the results ranged from 0.1 to 82.5 for the existing airport in 2010 and 0.1 to 90.8 in 2020. In contrast, results for the replacement airport ranged from 0.0 to 61.1 in 2010 and 0.0 to 67.6 in 2020. While most areas in the park experienced some reduction in the number of events above various levels, the eastern portion of the park exhibited the most pronounced decreases.

In summary, the noise effects of the replacement airport are slightly less than those experienced from the existing airport at this property.

Cottonwood Point Wilderness Area - Cottonwood Point Wilderness is located approximately 30 nautical miles to the southeast of the existing St. George Airport.

The results of the noise analysis for the DNL, Leq(24) and Leq(day) metrics revealed that the noise levels from both the existing and replacement airports did not exceed the estimated ambient noise level in either year of analysis. Consequently, the changes associated with the project were also below the ambient noise levels.

The results of the TAA analysis ranged from 2.6 to 4.0 minutes per average day above the ambient level for the existing airport scenario. The replacement airport results ranged from 3.1 to 5.0 minutes per average day above the ambient level for the future scenarios.

The change in TAA associated with the replacement airport ranged from 0.3 to 1.4 minutes in 2010 and from -0.1 to 1.1 minutes for the property in 2020.

For the number of events (overflights of this property) above various sound levels, the results ranged from 0.0 to 5.4 for the existing airport in 2010 and 0.0 to 5.5 in 2020. Similarly, the results for the replacement airport ranged from 0.0 to 5.6 in 2010 and 0.0 to 6.3 in 2020.

In summary, the noise effects of the replacement airport are little different from those of the existing airport at this property.

Paiute Wilderness Area - Paiute Wilderness is located approximately 24 nautical miles to the southwest of the existing St. George Airport.

The results of the noise analysis for the DNL, Leq(24) and Leq(day) metrics revealed that the noise levels from both the existing and replacement airports ranged from below the estimated ambient noise level to values near 31.6 dBA depending on the future year of interest (2010 or 2020). Consequently, most of the changes associated with the project were also below the ambient noise levels with a few analysis locations experiencing changes of -1.1 to -0.5 dBA depending on year of interest and metric.

The results of the TAA analysis range from 0.0 to 33.8 minutes per average day above the ambient level for the existing airport scenarios. The replacement airport results ranged from 0.2 to 31.8 minutes per average day above the ambient level for the future scenarios. The changes in TAA ranged from -4.4 to 3.2 minutes in 2010 and -4.5 to 3.6 in 2020.

For the number of events above various sound levels, the results ranged from 0.0 to 67.4 for the existing airport in 2010 and 0.1 to 73.0 in 2020. In contrast, results for the replacement airport ranged from 0.0 to 33.1 in 2010 and 0.1 to 36.2 in 2020. The reductions in number of events above were mainly throughout the western and northern portions of the property.

In summary, the noise effects of the replacement airport are slightly less than those experienced from the existing airport at this property.

Based on the negligible noise increases found at sites near to the airport such as Beaver Dam Mountains Wilderness and Cottonwood Point Wilderness as well as more distant sites such as Paiute Wilderness, the FAA finds that there would be no effect on any eligible or listed properties, pursuant to 36 C.F.R. § 800.4(d)(1).

We are currently proceeding with our NEPA draft EIS on this proposed replacement airport. Should you have any comments on our Section 106 determination, we would appreciate receiving them within thirty days of receipt of this letter. If you have any questions, please feel free to contact Mindy Lee at (303) 342-1280.

Sincerely,

Carolyn Read
Project Coordinator
FAA Airports Division

Enclosures (2)

GLOSSARY

Ambient Noise - The total sum of noise from all sources in a given place and time.

Day-Night Average Sound Level (DNL) - A noise measure used to describe the average sound level over a 24-hour period, typically an average day over the course of a year. In computing DNL, an extra weight of 10 decibels is assigned to noise occurring between the hours of 10:00 p.m. and 7:00 a.m. to account for increased annoyance when ambient noise levels are lower and people are trying to sleep. DNL may be determined for individual locations or expressed in noise contours.

Equivalent Sound Level (Leq [24] or Leq[day]) - The energy average sound level experienced over a given period of time (a 24 hour day or only daytime hours [7 am –10 pm]).

Time Above Ambient (TAA) - The amount of time that sound exceeds the ambient noise.

Additional enclosure:

- *Exhibit 5.1, Initial Area of Investigation*

Mailing List for the Nevada, California, and New Mexico Tribal Coordination Letters, dated August 1, 2005:

Alfreda Mitre, Chairwoman
Las Vegas Paiute Tribe
Number One Paiute Drive
Las Vegas, NV 89106

Phil Swain, Chairman
Moapa Band of Paiute
P.O. Box 340
Moapa, NV 89025

Richard Arnold, Chairman
Pahrump Band of Paiutes
P.O. Box 3411
Pahrump, NV 89041

Edward Tito Smith, Chairman
Chemehuevi Indian Tribe
P.O. Box 1976
Havasas Lake, CA 92363

Arden P. Quetawki, Sr., Governor
Pueblo of Zuni
P.O. Box 339
Zuni, NM 87327



- Nevada, California, and New Mexico Tribal Coordination Letter, dated August 1, 2005 -

U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

August 1, 2005

«Name», «Title»

«Tribe»

«Address»

«City_state_zip»

Subject: Potential Section 106 Effects of the Proposed Replacement St. George, Utah,
Municipal Airport.

Dear «Name»:

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the proposed replacement of the St. George Municipal Airport at St. George, Utah. As part of this effort, the EIS is examining environmental conditions in a large area surrounding St. George, Utah, so as to enable the evaluation of potential impacts from aircraft overflights.

Section 106 of the National Historic Preservation Act of 1966, 16 U.S.C. § 470(f), and the implementing regulations, 36 C.F.R. Part 800, requires Federal agencies to take into account the effects of their undertakings on properties included, or eligible for inclusion, in the National Register of Historic Places. The FAA has completed its inventory of potential National Register sites on the proposed airport property which would undergo ground-disturbing activity and found that there were no sites eligible for the National Register. This has been coordinated with the Utah State Historic Preservation Office.

As a result of the large study area for this project under NEPA, which extends eighty miles to the north and south of the proposed replacement airport and one hundred miles to the east and west of the replacement site for a total of approximately 9,200 square miles, the FAA also has expanded its APE to include this same area. Please see the attached map of the area. The far eastern portion of Clark County, but not including Las Vegas or all portions of Lake Mead National Recreation Site, and the southern portion of Lincoln County near Beaver Dam State Park fall within this APE. This would include portions of the Old Spanish Trail and the Virgin Valley.

Due to the vast expanse of this APE and thus the distance from the actual physical development of this replacement airport, the only potential effect upon historic properties in the portion of Nevada falling into this large APE would result from aircraft noise. For this letter, we have selected two of the areas we studied to demonstrate the very minimal changes in noise from the replacement airport. Since most of Nevada lies west of these two sites, aircraft noise from the replacement airport would be less than forecast at these sites because aircraft would be climbing to higher altitudes and flight tracks would be dispersing to areas beyond the two sites.

Mormon Mountains Wilderness Study Area - Mormon Mountains Wilderness Study Area (WSA) is located approximately 34 nautical miles to the west of the existing St. George Airport. The results of the noise analysis for the DNL, Leq(24) and Leq(day) metrics revealed that the noise levels from both the existing and replacement airports did not exceed the estimated

ambient noise level in either year of analysis (2010 or 2020). Consequently, the changes associated with the project were also below the ambient noise levels.

The results of the TAA analysis further confirm these findings with results of 0.0 minutes above the ambient level for both 2010 and 2020 existing and replacement airport scenarios.

For the number of events (overflights of this property) above various sound levels, the results ranged from 0.0 to 2.9 for the existing airport in 2010 and 0.0 to 3.2 in 2020. In contrast, results for the replacement airport ranged from 0.0 to 1.6 in 2010 and also 0.0 to 1.6 in 2020.

In summary, the noise effects of the replacement airport are little different from those of the existing airport at this property.

Beaver Dam State Park - Beaver Dam State Park is located approximately 34 nautical miles to the northwest of the existing St. George Airport.

The results of the analysis for the DNL, Leq(24) and Leq(day) metrics revealed that the noise levels from both the existing and replacement airports did not exceed the estimated ambient noise level in either year of analysis. Consequently, the changes associated with the project were also below the ambient noise levels.

The results of the TAA analysis further confirm these findings with results for both airports in both years being 0.0 minutes (less than 0.04 minutes or 2.4 seconds) per average day above the ambient level.

Similarly, for the number of events (overflights of this property) above various sound levels, the results revealed that there are 0.0 events (less than 0.04) per day for both airports, in all noise level ranges, for both years of analysis.

In summary, the noise effects of the replacement airport are little different from those of the existing airport at this property.

Based on the negligible noise increases found at sites in Nevada such as Mormon Mountains Wilderness Study Area or Beaver Dam State Park, the FAA finds that there would be no effect on any eligible or listed properties, pursuant to 36 C.F.R. § 800.4(d)(1).

We are currently proceeding with our NEPA draft EIS on this proposed replacement airport. Should you have any comments on our Section 106 determination, we would appreciate receiving them within thirty days of receipt of this letter. If you have any questions, please feel free to contact Mindy Lee at (303) 342-1280.

Sincerely,

Carolyn Read
Project Coordinator
FAA Airports Division

Enclosures (2)

GLOSSARY

Ambient Noise - The total sum of noise from all sources in a given place and time.

Day-Night Average Sound Level (DNL) - A noise measure used to describe the average sound level over a 24-hour period, typically an average day over the course of a year. In computing DNL, an extra weight of 10 decibels is assigned to noise occurring between the hours of 10:00 p.m. and 7:00 a.m. to account for increased annoyance when ambient noise levels are lower and people are trying to sleep. DNL may be determined for individual locations or expressed in noise contours.

Equivalent Sound Level (Leq [24] or Leq[day]) - The energy average sound level experienced over a given period of time (a 24 hour day or only daytime hours [7 am –10 pm]).

Time Above Ambient (TAA) - The amount of time that sound exceeds the ambient noise.

Additional enclosure:

- *Exhibit 5.1, Initial Area of Investigation*

Meeting Notes

Date: August 18, 2004

To: SGU EIS File

From: Mark R. Johnson

Re: Meeting with Glenn Rogers, Lawrence Snow, Shivwits Band, Paiute Tribe of Utah

I met with Mr. Rogers and Mr. Snow today at the Community Building on the Shivwits Reservation to discuss the SGU EIS. I explained aspects of the EIS, including our noise analysis methodology, and the estimated project timeline. I also explained the nature of the air traffic that we expect to be associated with the replacement airport. I showed them our INM flight track maps showing the differences in flight routes we expect for the replacement airport compared with the existing airport.

They expressed the following concerns:

- They want to avoid any substantial increase in air traffic over the reservation. They noted that occasional helicopter traffic through the area can be disturbing and pointed out that low-flying military aircraft, including A-10s and F-15s flying south to north across the reservation can be disturbing. (They also noted that they are accustomed to a fairly high volume of helicopter traffic during fire season as helicopters fly over the reservation and over to Gunlock Reservoir to load water.)
- They want to ensure that enroute traffic across the reservation is at a reasonably high cruising altitude. They said that the occasional low-flying private aircraft, and the occasional aerobatic aircraft over the area, are disturbing and unnerving (by creating anxiety about accidents).
- They expressed concern about increased risk of accidents if the amount of air traffic over the reservation increased.
- Mr. Rogers said that he wants a "guarantee" that flights will remain above a certain altitude across the reservation. I explained that the Federal government controls the nation's airspace. I said any guarantees of this kind would have to be pursued with the FAA, but that they were unlikely to be granted. I explained that some Federal Aviation Regulations, with respect to minimum altitudes above populated areas, did apply and that I would investigate those.
- They mentioned concerns about effects of increased air traffic on air quality.
- They expressed concern about possible effects of construction on cultural sites that might exist on the airport site. (I explained that Logan Simpson

was doing a field survey of the construction site.) They said they would like to receive a copy of Logan Simpson's cultural resources survey report. The only cultural site they mentioned to me was the petroglyphs near Little Black Mountain.

- They expressed concern about the potential loss of habitat for endangered species of both plants and animals. They noted that many plants, including endangered and non-endangered species, are valuable to the tribe for food and medicinal purposes.
- They said they would like to have the opportunity to meet again as the study continues. I agreed to keep in touch and to schedule visits to keep them informed of our progress. I told them to watch for announcements of the public information meeting in November.

Meeting Notes

Date: August 26, 2004

To: SGU EIS File

From: Mark R. Johnson

Re: Meeting with Ila Bullets, Cultural Resources Coordinator, and LeAnn Skrzynski, Environmental Program Director, Kaibab-Paiute Tribe of Arizona

I met with Ms. Bullets and Ms. Skrzynski today at the Tribal Headquarters building at Pipe Springs on the Kaibab Reservation to discuss the SGU EIS. I explained aspects of the EIS, including our noise analysis methodology, and the estimated project timeline. I also explained the nature of the air traffic that we expect to be associated with the replacement airport. I showed them our INM flight track maps showing the differences in flight routes we expect for the replacement airport compared with the existing airport.

In addition to telling them about the proposed project, I said that I wanted to find out about any concerns they may have and, in particular, to find out about any special concerns, including special cultural sites or plant and animal species that they may be concerned could be affected by the proposed project.

They expressed the following concerns:

- Ms. Bullets said that from the Native American perspective, as many people know, the whole earth is sacred. She said all the lands in the Southern Utah and Northern Arizona area are ancestral lands of the Southern Paiute. She added that most of the lowland areas where water is available, such as Bloomington, Washington Fields, and along the Santa Clara River, were

areas where the Southern Paiute lived and gathered food. She added that much of the traditional knowledge about the area had been lost over the years. She did point out one site of particular interest – the petroglyphs site at Little Black Mountain southeast of the proposed replacement airport.

- Ms. Bullets said that many of the native plants are important to the Paiute for food and herbal medicine, but that she doesn't necessarily know the names of them. She did say that Grand Canyon Parashant National Monument has some extensive stands of willow, which is an important plant.
- Ms. Bullets said that mule deer are a valuable economic resource on the Kaibab Reservation. She said the deer thrive on the reservation and that the sale of hunting licenses is an important source of revenue.
- Ms. Skrzynski said that Native Americans can be reluctant to share specific details about special sites and sacred lands because of a fear that they will be compromised or ruined if knowledge of these areas is widely distributed. [I responded that we could only assess impacts if we knew where sensitive areas were. I suggested that we would have to rely on the tribal representatives to review the Draft EIS and after developing a good understanding of the kinds of impacts that were anticipated, let us know if they had further concerns in any other important areas. We could then determine with the FAA how to address those concerns.]
- In response to questions about potential air pollution or the deposition of fuel or exhaust residue on the ground, I explained that we would be doing an air quality analysis for the immediate area of the relocated airport. I explained that air pollution at the surface is caused by activities below the "mixing layer", and that this typically terminates at relatively low altitudes. I said that aircraft operating to and from the replacement airport, with the exception of light aircraft flying VFR, would be well above the mixing layer. I also explained briefly about the extreme rarity of "fuel dumping" (and that many civil aircraft are not even equipped to dump fuel) and the rarity of leaks from aircraft toilets.
- They mentioned that the reservation is overflowed on a somewhat regular basis by extremely low-flying military aircraft. (They mentioned that they thought they were F-16s.) I showed them the map of Federal airways through the study area, pointing out the military training route through the reservation. That route is indeed used for extremely low altitude flight. They asked how this would be considered in the EIS. [I explained that while we were developing an analysis of the cumulative noise effects in Zion National Park and in other critical lands, we were not yet sure exactly how we would account for the military traffic. Data on military traffic is often difficult to secure and that we may not be able to quantitatively analyze military aircraft noise. I added that activity on the military training routes would remain the same, regardless of whether the St. George Airport was relocated.]

- They said they thought that the Tribal Council might like to have a presentation about the study. I agreed to keep in touch and inform them of the public information meeting, tentatively set for November, and would send copies of the Draft EIS document. I said that I would have to coordinate with the FAA in order to make a presentation to the Tribal Council but that I did not expect any problem if I could coordinate it with one of my scheduled trips into St. George.

Meeting Notes

Date: February 4, 2005

To: SGU EIS File

From: Mark R. Johnson

Re: Meeting with Dorena Martineau, Cultural Resources
Coordinator, Cedar City Band, Paiute Indian Tribe of Utah

I met with Ms. Martineau today at the Tribal Headquarters building at 440 N. Paiute Drive in Cedar City. I briefly explained the proposed St. George replacement airport project, the issues being studied in the EIS, and the estimated timeline for completing the project.

I explained the major issues we were addressing in the EIS, notably aircraft noise, and explained that we were particularly interested in ensuring that tribal representatives were aware of the study and had the opportunity to offer comments and explain concerns that they would want to see addressed. I also showed her maps of the study area, published flight routes through the area, maps of the change in flight tracks we anticipate with the replacement airport, and a map of the immediate environs of the proposed replacement airport showing our projected flight tracks in the area.

They expressed the following concerns:

- Ms. Martineau was interested to know that I had previously met with Glenn Rogers and Leonard Snow at the Shivwits Reservation and Ila Bullets and Leann Skrzynski at the Kaibab Reservation. She specifically asked about any concerns that Mr. Rogers and Mr. Snow had raised. I summarized their main concerns as (1) the potential for substantial increases in air traffic over the reservation because of the replacement airport; (2) the potential for loss of endangered local plants that have traditional value as herbal medicines and traditional foods; (3) and the potential disturbance of the Little Black Mountain petroglyph site. Ms. Martineau agreed that those were all concerns that the Paiute Tribe, in general, would also have. She noted in particular that the continuing loss of endangered plants to the continuing urbanization of the area was a problem for many people in the tribe and for the tribal

culture. She explained that the tribe is trying to preserve its knowledge and appreciation for its traditional culture, but that is increasingly difficult, as the diminishing number of tribal elders itself indicates.

- Ms. Martineau noted the traditional importance of the Little Black Mountain petroglyph site. She said that the tribe would be especially interested in knowing whether or not the petroglyphs might be at any risk of deterioration, through aircraft noise-induced vibration, for example, because of the replacement airport. I explained that one of our study objectives was to determine how the aircraft noise would affect the ambient sound levels at the petroglyph site to understand how the visitor experience would change. I added that we would be very interested in learning any ideas or concerns that the tribe might have in that regard.
- I agreed to send Ms. Martineau a brief packet of information explaining the project and including some maps of the area of investigation. I asked her to be sure to get back to me if any other issues or concerns relating to the replacement airport came up after she reviewed the material I would send. I also agreed to send her copies of the biological and cultural resources reports after we received FAA approval to release those documents. Finally, I offered to meet with her and any other tribal representatives in the future, before the public hearing on the official Draft EIS, to brief them on our findings. We made no specific plans in that regard, but I agreed to keep her informed as the EIS project moved ahead.

Public Information Meeting Coordination

Tribal leaders were contacted directly by the Consultant Team to inform them of the Public Information Meeting for the Proposed Replacement Airport, which was held on November 16, 2004 (see **Appendix L** for a detailed description of the Public Information Meeting). Glenn Rogers, of the Shivwits Band of the Paiute Tribe of Utah was contacted via telephone. Carmen Bradley and LeAnn Skrzynski, both of the Kaibab-Paiute Tribe of Arizona were unable to be reached via telephone and therefore, Ms. Bradley received the following faxed information and Ms. Skrzynski received the following e-mailed information. Lora Tom of the Paiute Tribe of Utah in Cedar City was left a message regarding the scheduled meeting on her office voice mail system.

**Landrum & Brown****FAX**

11011 King Street, Suite 108
Overland Park, Kansas 66210
Phone: (913) 451-3311
Fax: (913) 451-5767

Date: **November 10, 2004**

To: Carmen Bradley Fax: 928-643-7260 Phone: _____

Chairwoman, Kaibab-Paiute Tribe _____

cc: Dennis Ossenkop, FAA _____

From: Mark R. Johnson

Ref: St. George Replacement Airport EIS Total Pages: 1

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Ms. Bradley: A public information meeting on the environmental impact statement (EIS) for the proposed replacement airport in St. George is set for next Tuesday, November 16. Details are in the attached flyer.

Please call me if you have any questions.

Please understand that this is not the official public hearing on the EIS. We expect that to be held in late spring 2005. This meeting is simply an informational meeting to let people know the progress of the study.

Thank you. By the way, I also sent this information by email to LeAnn Skryzinski.

Mark R. Johnson
913-451-3311
913-558-5745 (cell)

Boston • Chicago • Cincinnati • Dallas • Detroit • Kansas City • Los Angeles • Washington, D.C.
Hong Kong, China • Melbourne, Australia • Rome, Italy

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Mark Johnson

From: Mark Johnson
Sent: Friday, November 12, 2004 2:16 PM
To: 'kptenv@color-country.net'
Cc: zz Dennis Ossenkop; Sara Hassert
Subject: St. George Replacement Airport -- Public Information Meeting, 11/16/04

To LeAnn Skrzynski:

LeAnn: This is to inform you about a public information meeting scheduled next Tuesday at the Dixie Center in St. George to discuss the progress on the EIS for the replacement airport. A flyer is attached.

Please understand that this is an informational meeting only. It is not the official public hearing. We expect that to be held in late spring. We are still working on the technical analysis.

Please call me if you have any questions. Use my cell number since I'll be travelling next week.

Thank you.

Mark R. Johnson, AICP
Senior Associate
Landrum & Brown, Inc.
11011 King St., Ste. 108
Overland Park, KS 66210
phone: 913-451-3311
fax: 913-451-5767
cell: 913-558-5745



poster copy.pdf



Landrum & Brown

Date: **November 12, 2004**

FAX

11011 King Street, Suite 108
Overland Park, Kansas 66210
Phone: (913) 451-3311
Fax: (913) 451-5767

To: Lora E. Tom Fax: 435-586-5915 Phone: _____

Chairwoman, Paiute Indian Tribe of Utah _____

cc: Dennis Ossenkop, FAA _____

From: Mark R. Johnson _____

Ref: St. George Replacement Airport EIS Total Pages: 1

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Ms. Tom: A public information meeting on the environmental impact statement (EIS) for the proposed replacement airport in St. George is set for next Tuesday, November 16. Details are in below:

Tuesday, November 16
Open house from 6:30 pm to 9:00 pm
A presentation will begin at 7:00 pm

At the Dixie Center Ballroom
1835 S. Convention Center Dr.
St. George, UT
435-628-7003

If you like, please refer to the project website: www.airportsites.net/sgu-eis

Please call me if you have any questions. I would appreciate the opportunity to talk with you about any concerns or questions you may have about the proposed project.

Please understand that this is not the official public hearing on the EIS. We expect that to be held in late spring 2005. This meeting is simply an informational meeting to let people know the progress of the study.

Thank you.

Mark R. Johnson
913-451-3311
913-558-5745 (cell)

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Proposed
REPLACEMENT AIRPORT AT ST. GEORGE

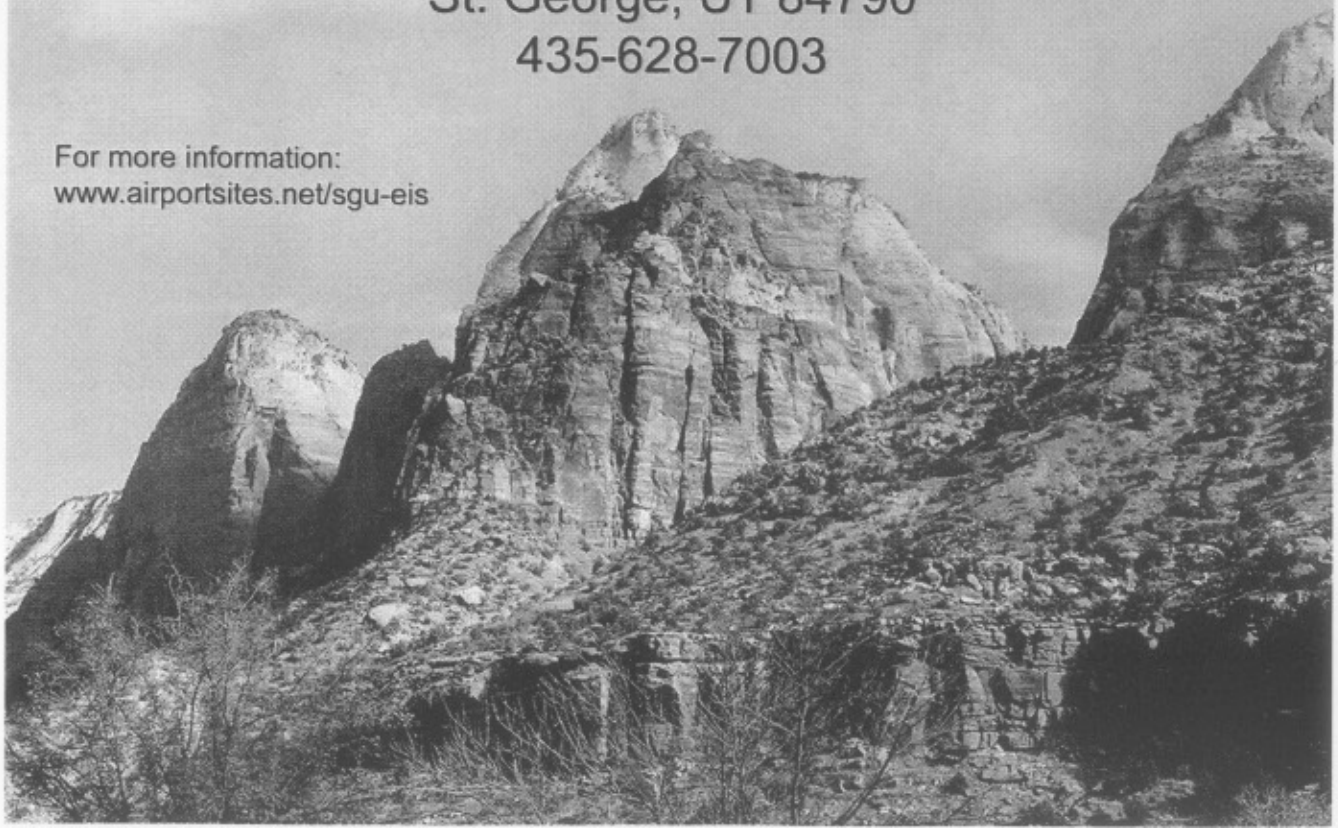
Environmental Impact Statement (EIS)
and
Airport Vicinity Land Use Plan

PUBLIC INFORMATION MEETING

TUESDAY, NOVEMBER 16, 2004
Open house session from 6:30 – 9:00 PM
A presentation will begin at 7:00 PM

DIXIE CENTER BALLROOM
1835 S. Convention Center Dr.
St. George, UT 84790
435-628-7003

For more information:
www.airportsites.net/sgu-eis



SNPD- 2005 - 0764 (23564)

MAR 28 2005

ARIZONA STATE PARKS/S.H.P.O.



U.S. Department
of Transportation

Federal Aviation
Administration

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S.W.
Renton, Washington 98055-4056

March 22, 2005

RECEIVED

Mr. James Garrison
Arizona State Historic Preservation Office
1300 W. Washington
Phoenix, AZ 85007

MAR 28, 2005

ARIZONA STATE PARKS/S.H.P.O.

Subject: Potential Environmental Impacts of the Proposed Replacement St. George, Utah,
Municipal Airport upon the Little Black Mountain Petroglyph site.

Dear Mr. Garrison:

The Federal Aviation Administration (FAA), Northwest Mountain Region, is preparing an Environmental Impact Statement (EIS) for the proposed replacement of the St. George Municipal Airport at St. George, Utah. As part of this effort, the EIS will be examining environmental conditions in a large area surrounding St. George, Utah, so as to enable the evaluation of potential impacts from aircraft over flights of sensitive lands.

During the course of our consultation with Native American Indian tribes in the vicinity of the proposed site of the replacement airport, the FAA became aware of the existence of the Little Black Mountain Petroglyph site. Enclosed is a diagram from our recent noise measurement study at Little Black Mountain showing the close proximity of the replacement airport site to Little Black Mountain. The FAA is conducting ongoing consultation with the tribes to gather information about the site's importance and has asked for feedback regarding any tribal concerns about the interaction of the proposed replacement airport and the Little Black Mountain Petroglyph site. The following tribes have been consulted: Chemehuevi Indian Tribe; the Colorado River Indian Tribe; the Havasupai Indian Tribe; the Hopi Tribe; the Hualapai Indian Tribe; the Kaibab Band of Paiutes; the Las Vegas Paiute Tribe; the Moapa Band of Paiute; the Pahrump Band of Paiutes; the Paiute Indian Tribe of Utah, including the Indian Peak, Cedar, Shivwits, Koosharem, and Kanosh Bands; the San Juan Southern Paiute Tribe; and the Pueblo of Zuni. The FAA will notify the tribes of the availability of the Draft EIS for review and of future public meetings and the public hearing on the EIS. *

Because this project is considered a federal undertaking subject to Section 106 review, the FAA is interested in consulting with you to gather information about your understanding of the sites importance.

Although the FAA is scheduled to release the draft EIS in the spring of this year for public and agency comment, we would appreciate receiving, as soon as possible, any concerns you may have regarding the interaction of the proposed replacement airport and the Little Black

Mountain Petroglyph site. If you have any questions or concerns, please contact me at 1-425-227-2611. My email address is Dennis.Ossenkop@faa.gov.

Thank you for your cooperation.

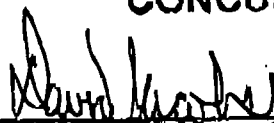
Sincerely,



Dennis Ossenkop
Environmental Protection Specialist
FAA EIS Project Manager

Enclosure

CONCUR



ARIZONA STATE HISTORIC PRESERVATION OFFICE
ARIZONA STATE PARKS BOARD

* pending tribal communication
about the absence of any
28 APR 05 impacts