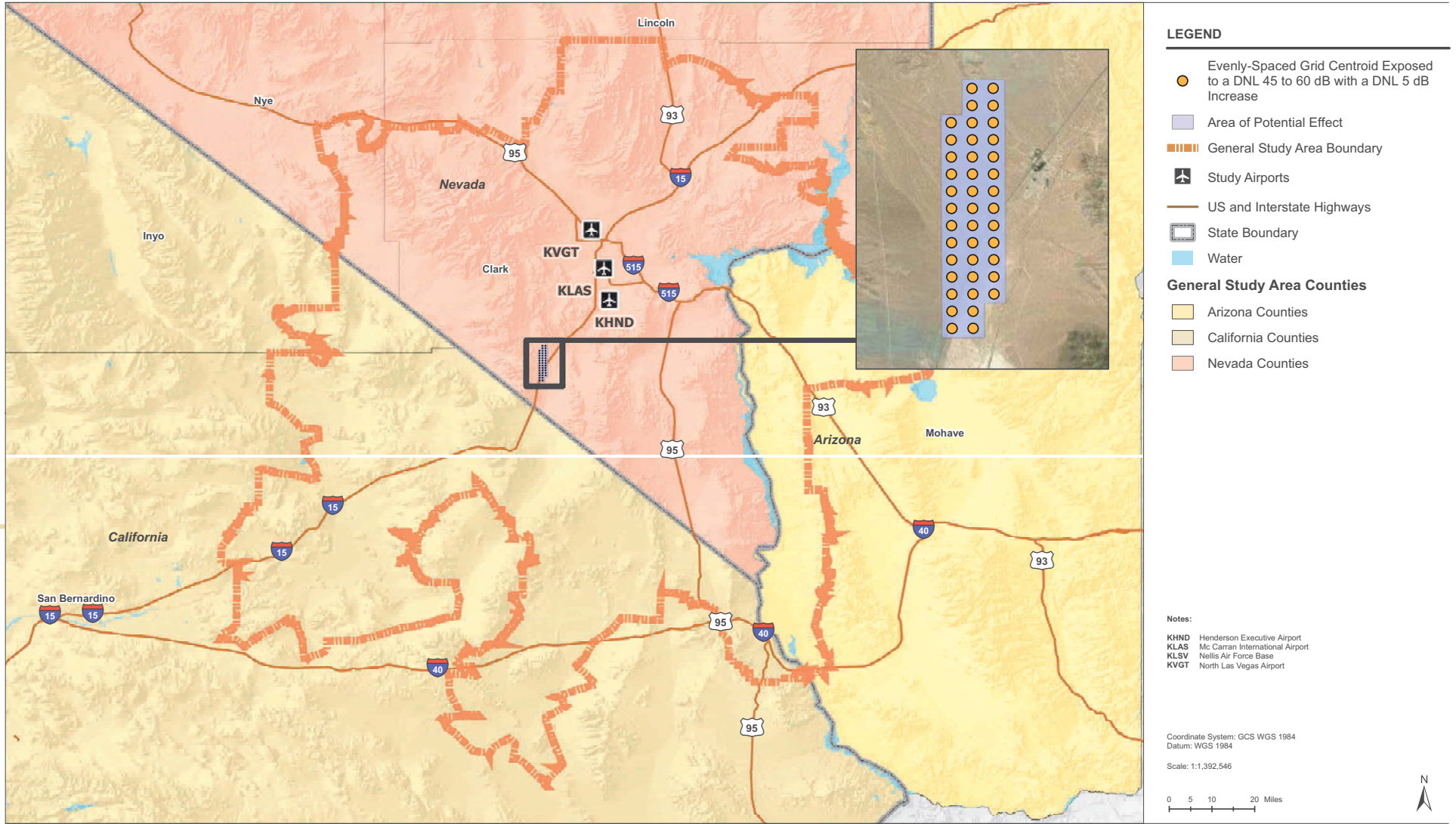


Las Vegas Metroplex Section 106 Consultation

**Attachment A: Location of the Revised Area of Potential Effect
(Based on the Reportable Noise Grid Points)**



Sources: Road Network File, U.S. Census Bureau, 2017 (2017 TIGER/Line Shapefiles (machine-readable data files), County Boundary File, US Census Bureau, (2017 TIGER/Line Shapefiles (machine-readable data files); World Imagery, Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community Airports file, Federal Aviation Administration, 2018 Coded Instrument Flight Procedures (CIFF). Shaded Relief, 2018. ATAC Corporation, 2018, (2018 General Study Area boundary). Prepared by: ATAC Corporation, November 2019.

Attachment A

Las Vegas Metroplex Section 106 Consultation

**Attachment B: 12/12/19 Email from NPS National Trails Office
to Augustin Moses at the FAA**

From: [Moses, Augustin \(FAA\)](#)
To: [Basic, Catherine \(FAA\)](#); [Bjornson, Hans \(FAA\)](#); [Cuddy, Thomas \(FAA\)](#); [Mayhugh, Bradley R \(FAA\)](#)
Subject: FW: [EXTERNAL] Las Vegas Meroplex
Date: Thursday, December 12, 2019 1:57:05 PM
Attachments: [image001.png](#)

FYI

From: Jensen, Jill <jill_jensen@nps.gov>
Sent: Thursday, December 12, 2019 10:21 AM
To: Moses, Augustin (FAA) <augustin.moses@faa.gov>
Cc: Aaron Mahr <aaron_mahr@nps.gov>; Robert Sweeten <rsweeten@blm.gov>
Subject: Re: [EXTERNAL] Las Vegas Meroplex

Dear Mr. Moses,

Thank you very much for the telephone conversation yesterday with you and your team regarding the LAS Metroplex project, it was very informative. Below I have summarized what I learned from this conversation and what I believe is presented in the draft EA, please let me know if I have misconstrued anything.

It is my understanding that the FAA completed noise modelling for the entirety of the General Project Area using three "layers": an evenly spaced point layer, a layer specific to census data, and a layer specific to publicly available information regarding cultural and 4f resources. Of those three layers, a reportable increase in noise was identified only for a small area outside of Jean, NV and this area was designated as the area of potential effect (APE). The APE was then examined in detail to confirm presence or absence of any cultural or 4f resources and was found to contain no resources of concern.

Although it is not noted specifically in the draft EA, National Historic Trails are exempt from 4f review *unless* the project has the potential to affect designated protection components or land that is deemed of historic significance under appropriate criteria such as those for the National Register of Historic Places (see National Trails System Act, Section 7g). As the federal Administrators of the Old Spanish National Historic Trail, our office has interpreted that passage to refer to High Potential Historic Sites, High Potential Route Segments, and those sites that are eligible or listed on the National Register of Historic Places.

We have reviewed the proposed project against our database of High Potential resources and can confirm that while there are several High Potential Historic Sites and High Potential Route Segments within the General Project Area, there are none within the APE.

Rob Sweeten, co-administrator for the BLM 's responsibility on the Old Spanish Trail, is cc'd here and has concurred with these findings.

Please let me know if you have any questions or require additional information. As discussed on the phone, the GIS data pertaining to the High Potential resources of the National Historic Trails administered by this office will be sent in a separate email.

Sincerely,
Jill

On Fri, Dec 6, 2019 at 4:16 PM Moses, Augustin (FAA) <augustin.moses@faa.gov> wrote:

Dear Mr. Jensen:

Per our recent talk, I am attaching a letter describing the salient features of our project for you review and feedback. Your feedback will help us for processing the Environmental Assessment of the revision of air traffic within the Las Vegas Meroplex. I have also attached a diagram of the General Study Area and the revised Area of Potential Effect.

Please call me if you have any questions.

Thanks,

*Augustin Moses, P.E.
Environmental Protection Specialist
Operations Support Group
Western Service Area
2200 S. 216th, Des Moines, WA. 98198-6547
Phone: (206) 231-2218*



---@-(' ')-@---

*****This email, including all attachments, is for the sole use of intended recipients(s) and may contain confidential and/or privileged information. any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by email, and delete/destroy all copies of the original message*****

--

Jill Jensen
Archaeologist
National Trails
National Park Service

50 W. Broadway, Suite 950
Salt Lake City, UT
84101

Phone: 801-741-1012 ext 115

Cell: 505-819-9298

Fax: 801-741-1102

<http://www.nps.gov/ntir/>

Working with you to protect, develop, and promote National Historic Trails.

Las Vegas Metroplex Section 106 Consultation

Attachment C: Figure of Revised APE with Location of Air Mail Arrow Identified



Las Vegas Metroplex Section 106 Consultation

**Attachment D: Memorandum from Thomas Cuddy
to FAA Las Vegas Metroplex Project File**



Federal Aviation Administration

Memorandum

Date: January 14, 2020

To: Las Vegas Metroplex Project File

From: Thomas Cuddy, Ph.D.

Subject: NVCRIS Review - Identification of Cultural Resources and
Assessment of Potential for Noise Effects

This memo describes an assessment of cultural resources within the area of potential effect (APE) for the Las Vegas Metroplex Project (Project), being carried out by the FAA's Western Service Center. The Project seeks to optimize aircraft arrival and departure procedures in the Las Vegas metropolitan area associated with three Study Airports: McCarran International Airport (LAS), Henderson Executive Airport (HND), and North Las Vegas Airport (VGT).

The APE is an area of approximately 13.5 square miles south of Las Vegas near the town of Jean where the FAA's noise modeling analysis indicates the Project would cause an increase in aircraft noise exposure that would be "reportable" under FAA policy. Specifically, the FAA's analysis shows that the increase in aircraft noise exposure in the APE, expressed as the Day-Night Average Noise Level (DNL), would range from 5 to 8.8 dB, with the resulting aircraft noise exposure levels ranging from DNL 45-47.2 dB. These increases are well below what FAA policy defines as "significant"¹ when evaluating potential impacts for National Environmental Policy Act purposes. The APE was investigated further to understand potential for noise impacts to cultural resources.

¹ FAA policy for implementing the National Environmental Policy Act defines a "significant" noise increase as an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Exhibit 4-1 (significance threshold for Noise and Noise-Compatible Land Use environmental impact category).

In early December, 2019, I received the coordinates for the APE from Timothy Swing, AICP, of ATAC Corporation, the FAA's contractor supporting the Las Vegas Metroplex project. With that information, I accessed the Restricted Nevada Cultural Resources Information System (NVCRIS) to identify cultural resources in the APE and assess the potential for the modeled increases in aircraft noise exposure from the Project to affect cultural resources in the area.

The APE is basically a rectangular shaped area extending north-south to the west of Jean, NV. The APE crosses two USGS topo maps, Jean in the north and Roach in the south, crossing Interstate 15.

In terms of cultural resource inventories, a majority of the APE has been subjected to an inventory. The inventories of the area were instigated by highway, roadway, airport, and pipeline construction, as well as other projects. Unsurveyed portions of the APE include the northern end of the APE and two pockets along the southwestern edge; however, the northern portion has transect surveys through it. With such extensive level of inventory coverage, reasonable generalizations can be made about the presence or absence of cultural resources throughout the APE.

The NVCRIS database revealed that there are no properties in the APE that are listed in the National Register of Historic Places (NRHP) or Nevada State Register of Historic Places (NVRHP). Additionally, there are no current inventories in process. There are many archaeological sites recorded in the APE, including some recorded during the Ivanpah Airport Class III Cultural Resource Inventory Project (note that this project is sometimes called the Southern Nevada Supplemental Airport). Using the APE shape file, a report was generated in NVCRIS that listed 242 archaeological sites that could potentially be effected by the Project. The report lists sites by age, gives a brief description, and indicates whether or not the site is eligible for listing, making it a historic property for the purposes of Section 106. Of the sites potentially effected by the Project, 11 have been determined eligible under criterion D, one site is eligible under criterion A, and 11 under both A and D.

Archaeological sites are generally eligible for the NRHP under Criterion D. According to the Department of Interior's Bulletin "How to Apply the National Register Criteria for Evaluation," archaeological sites are eligible when they are likely to yield information important in prehistory or history (see Criterion D). Places listed under criterion A are those associated with events that have made a significant contribution to the broad patterns of our history.

A number of the sites examined in the area were determined 'not eligible' even under criterion D, as they are unlikely to yield any more information than they already have. Nevertheless, it is clear the area is rich in archaeological resources. Any assessment of effects in the APE should assume that potentially eligible sites are present.

To understand the historic context of the area and the trends that have affected the region I opened and reviewed the site forms for all sites in the APE identified as eligible. Additionally, I reviewed a random sample of the site forms for sites listed as 'unevaluated' or 'ineligible.' Archaeological sites in the APE include both historic and prehistoric occupations. The valley was a known source in prehistory for naturally occurring obsidian nodules. Obsidian was a prized geologic material for making knife blades, and many of the sites are associated with the collection and use of obsidian. Many of the sites in the area are simply scatters of byproduct from the production of stone tools (a.k.a. lithic scatters, e.g. CK4043). One large site in the center of the APE (CK7226) is a historic site comprised of scatters of early 20th century domestic debris. These sites were all surface finds, as there is little soil deposition in the area. Many of the sites, such as CK4043, have been affected by alluvial wash which has eroded artifacts out of context. Many sites reviewed are listed as not eligible, and the projects associated with their assessment proceeded with a finding of no historic properties affected.

Of the 11 sites listed as eligible under Criterion D, most were prehistoric campsites that had some evidence of prehistoric occupation other than lithic debris (e.g., CK7204). Of the sites listed under both criteria A and D, the sites were mainly remnants of previous road systems such as the Arrowhead Trail and US Highway 91. One site was a historic gas station. The single site listed eligible under criterion A consists of segments of the St. Thomas Branch of the Union Pacific Railroad,

The database noted a handful of sites in progress. In the northern portion of the APE, north of Highway 161, three small circular locations are recorded. Also in approximately the middle of the APE, along the north of the Roach quad map, is a cluster of 9 locations currently in process. These site areas are scattered in a line approximately east-west that crosses Route 15, with three to the southeast of the highway and six to the northwest. One in the southeast follows Route 604 (CK9653). The largest one to the northwest of the highway (CK9222) is an alignment that follows a dirt trail for 'all-terrain vehicles.' These locations are marked as 'Features' in the process of being assessed, and there is no associated paperwork to describe them further.

In conclusion, the NVCRIS database shows only archaeological sites to be present in the Las Vegas Metroplex APE. Some are associated with standing structures, such as the gas station, or are transportation related features such as road and rail segments. There are no historic homes or districts, and none of the sites are managed for recreation, or with a quiet setting as part of their historic character.

In considering potential impacts from the Project, the modeled increases in aircraft noise exposure from the Project would have no impact on the archaeological

resources present in the APE or their ability to yield important information in the future. Additionally, I saw nothing that I would expect to be of particular interest to Indian tribes from an archaeological perspective such as funerary objects. Tribal consultation outreach efforts have yielded no specific religious or cultural interests in the area, and I observed nothing in the archaeological database that would suggest otherwise. A finding of no historic properties affected is recommended for the LAS Metroplex undertaking.

This assessment has been conducted by myself, Thomas Cuddy. I meet the Secretary of Interior's professional qualification standards for cultural resources and historic preservation, and have held the positions of Federal Preservation Officer (FPO) and National Tribal Consultation Official for the FAA. All records associated with this assessment reside with me, or on the NVCRIS website. If there are any questions about this assessment and its conclusions, please feel free to contact me at 202-267-5869 or thomas.cuddy@faa.gov.

Las Vegas Metroplex Section 106 Consultation

Attachment E: 7/13/17 FAA Letter to Tribes

NOTE: The addressee list is included at the end of this attachment.



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

Western-Pacific Region
Office of the Regional Administrator

15000 Aviation Blvd.
Lawndale, CA 90261

July 13, 2017

CERTIFIED MAIL

The Honorable Kellie Youngbear
Bureau of Indian Affairs
P.O. Box 720
St. George, UT 84771

**Re: Las Vegas Optimization of Airspace and Procedures in the Metroplex
Government-to Government Consultation**

Dear Superintendent Youngbear,

In February 2017, the Federal Aviation Administration (FAA) sent letters to Tribal Leaders introducing the proposed **Las Vegas Metroplex Project**. At that time, we indicated that we would follow up with a request to begin consultation.

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800, invites you to participate in consultation for the proposed Las Vegas Metroplex Project. The FAA is also initiating this consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal Governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures. The FAA requests information on any locations within a 70 mile radius of McCarran International Airport, Las Vegas, NV, to which your tribe attaches religious or cultural significance. The information will help us appropriately consider your interests during the project.

Background on FAA's Metroplex Program

The FAA uses the term Metroplex to refer to a program that improves the efficient management of airspace in a geographic area or region that includes several airports and serves a major metropolitan area. Potential benefits of a Metroplex project include decreased congestion, enhanced safety, integrated routing for all airports that could improve the efficiency of airport activity in the region, and addressing other limiting factors that cause flights to remain in the air longer than necessary. The purpose of the Las Vegas Metroplex project is to optimize the airspace and procedures in order to improve the efficiency of air traffic flow on a regional scale by analyzing current operational challenges and exploring opportunities for improvement.

The airports included in the Las Vegas Metroplex are McCarran International Airport, Henderson Executive Airport, North Las Vegas Airport, and Nellis Air Force Base. The extent of the environmental impact study area for the Las Vegas Metroplex will be defined by changes to aircraft flight paths that occur up to 10,000 feet (ft) above ground level (AGL). This equates to an approximately 70-mile radius around Las Vegas. Additionally, areas of special

consideration, such as traditional cultural properties, will be studied where flight path changes occur below 18,000 ft AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft AGL, may occur as part of Las Vegas Metroplex in an approximately 200-mile radius around Las Vegas, but these changes are generally eliminated from the environmental study area.

Opportunities for Consultation and Coordination

The FAA has a structured process for implementing Metroplex projects that includes multiple opportunities for your involvement. The FAA is currently in the design phase for the proposed Project. During the initial part of this phase, the design team will propose new arrival and departures routes for the Project airports. The FAA will consider many factors during the design phase, including safety, efficiency, access, environmental impacts, and community concerns. Then, at the next stage of design, the FAA will share preliminary designs with the public to gather input. The FAA will then finalize its designs and perform environmental analysis. If the FAA decides to proceed with proposed designs, the implementation of any new routes would be at least two years away.

If you would like to discuss the Project further, the FAA is available to meet with you and your designated Tribal Historic Preservation Office between July 18 and August 25, 2017. The FAA can arrange to meet in person or by virtual meeting. This meeting is intended to provide your Tribe with an overview of the Project and to request your input on concerns that uniquely or significantly affect your Tribe related to the proposed Project. Early identification of Tribal concerns will allow the FAA to consider ways to effectively avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined.

Future opportunities for consultation will occur during the spring of 2018, when the FAA expects to have preliminary designs available to your Tribe to review. At that time, the FAA will plan public and Tribal workshops to share the designs and to gather feedback. The FAA will also notify your Tribe when it begins preparing an environmental assessment.

Purpose of Government-to-Government Consultation

Numerous laws, regulations and executive orders reinforce the FAA's responsibility to consult with Indian tribes and consider their interests in developing new projects. These include the implementing regulations of the National Environmental Policy Act (40 CFR Parts 1500-1508), implementing regulations of the National Historic Preservation Act (36 CFR Part 800) Executive Order 13175: Consultation and Coordination with Indian Tribal Governments, and FAA Order 1210.20: American Indian and Alaska Native Tribal Consultation Policy and Procedures. The primary objective of government-to-government consultation, as described in EO 13175 and FAA Order 1210.20, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect them.

Confidentiality

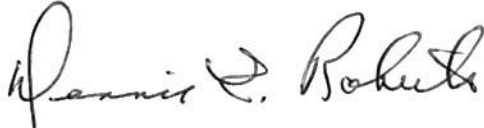
We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and means to ensure that the confidentiality of such information is maintained.

If you would like to discuss the Project further at this time, please contact Janelle Cass at (425) 203-4533 or email at Janelle.Cass@faa.gov to arrange a meeting.

For additional up to date information, please also visit our website at:
<http://www.faa.gov/nextgen/communityengagement>.

Thank you and we look forward to working with you to improve the Las Vegas airspace.

Sincerely,

A handwritten signature in black ink that reads "Dennis E. Roberts". The signature is written in a cursive style with a large, looped initial "D".

Dennis E. Roberts
Regional Administrator

Kellie Youngbear
Superintendent
Bureau of Indian Affairs
P.O. Box 720
St. George, UT 84771

Page Linton
Chairwoman
Summit Lake Tribe
1001 N. Rock Boulevard
Sparks, NV 89431-4337

Davis Gonzales
Vice-Chairman
Te-Moak Tribe
525 Sunset Street
Elko, NV 89801

Lindsey Manning
Chairman
Shoshone-Paiute Tribe
P.O. Box 219
Owyhee, NV 89832

Neil Mortimer
Chairman
Washoe Tribe
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Laurie Thom
Chairperson
Yerington Tribe
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Yerington, NV 89447

Benny Tso
Chairman
Las Vegas Tribe
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Timothy Williams
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Dennis Patch
Chairman
Colorado River Indian Tribes
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Chairwoman
Indian Peaks Band of Paiute Indians
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Cedar City, UT 84721

Lora Tom
Chair
Cedar Band of Paiute Indians
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Cedar City, UT 84721

Darryl Brady
Chairman
Yomba Shoshone Tribe
HC61, Box 6275
Austin, NV 89310

Vinton Hawley
Chairman
Pyramid Lake Tribe
P.O. Box 256
Nixon, NV 89424

Alvin Marques
Chairman
Ely Shoshone Tribe
16 Shoshone Circle
Ely, NV 89301

Judy Rojo
Chairperson
Winnemucca Tribe
595 Humboldt Street
Reno, NV 89509

Terry Mogart
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

Corrina Bow
Chairperson
Paiute of Utah
440 N. Paiute Drive
Cedar City, NV 84720-2613

Charles Woods
Chairman
Chemehuevi Indian Tribe
P.O. Box 1976
Havasupai Lake, CA 92363

Mike Jackson
Fort Yuma-Quechan Tribe
P.O. Box 1899
Yuma, AZ 85366

Mannual Savala
Kaibab Paiute Tribe
HC 65, Box 2
Fredonia, AZ 86022

Bradley Crutcher
Chairman
Fort McDermitt Tribe
P.O. Box 457
McDermitt, NV 89421

Len George
Chairman
Paiute-Shoshone Tribe
565 Rio Vista Road
Fallon, NV 89406-9159

Victor Mann
Chairman
Lovelock Tribe
P.O. Box 878
Lovelock, NV 89419

Arlan Melendez
Chairman
Reno-Sparks Tribe
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Reno, NV 89502

Amber Torres
Chairman
Walker River Tribe
P.O. Box 220
Schurz, NV 89427

Darren Daboda
Chairman
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Damon Clarke
Chairman
Hualapai Tribe
P.O. Box 179
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Sherry Cordova
Cocopah Indian Tribe
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Herman G. Honanie
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Kanosh, UT 84637

Toni Pikyavit
Chairwoman
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George Gholson
Timbisha Shoshone Tribe
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Ernest Jones Sr.
Yavapai-Prescott Tribe
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Prescott, AZ 86301

Richard Arnold
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Mary L. Resvaloso
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Jetta Wood
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6060 W 3650 N
Ivins, UT 84738

Darrell Mike
Twenty-Nine Palms Band of Mission
Indians
46-200 Harrison Place
Coachella, CA 92236

Las Vegas Metroplex Section 106 Consultation

Attachment F: 9/17/18 FAA Letter to Tribes

NOTE: The recipient list is included at the end of this attachment.



Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd.
Suite 150
El Segundo, CA 90245

September 17, 2018

The Hon. Charles Woods
Chairperson
Chemehuevi Indian Tribe
P.O. Box 1976
Havasas Lake, CA 92363

Reference: Initiation of Government-to-Government Consultation on the Las Vegas Metroplex Project

Dear Chairperson Woods:

In 2012, the Federal Aviation Administration (FAA) invited your Tribe to engage in government-to-government consultation regarding the Las Vegas Air Traffic Optimization Project. That project was never implemented. In February 2017, the FAA sent a letter to introduce your Tribe to a different project—known as the Las Vegas Metroplex (LAS Metroplex) project—that would also make changes to flight procedures serving Las Vegas-area airports. A “Metroplex” is a geographic area covering several airports serving a major metropolitan area. In April 2017, the FAA sent a follow-up letter to notify your Tribe of public informational workshops the FAA was holding that month for the LAS Metroplex project. That letter indicated that the FAA would be providing additional opportunities for coordination and consultation on the project, including formal consultation with your Tribe. The purpose of this letter is to initiate government-to-government consultation with your Tribe regarding the LAS Metroplex project.

In accordance with regulations of the Council on Environmental Quality implementing the National Environmental Policy Act (NEPA), the FAA is preparing an Environmental Assessment (EA) to consider the potential impacts of the implementation of the LAS Metroplex project in Clark County, Nevada and the surrounding areas (see enclosed information regarding the EA). The extent of the environmental study area for the Las Vegas Metroplex will be defined by changes to aircraft flight paths that occur up to 10,000 feet (ft) above ground level (AGL) (see enclosed map of the General Study Area). This equates to an approximately 60-100 mile radius around Las Vegas. Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts—these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties)—will be studied where flight path changes occur below 18,000 ft AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft

AGL, may occur as part of the LAS Metroplex project in an approximately 200-mile radius around Las Vegas, but such changes generally are not included in the environmental study area.

Beyond the FAA's public participation process, which will include additional public workshops and an opportunity for interested parties to comment on a Draft EA, the FAA is seeking to consult with your Tribe on a government-to-government basis on concerns that uniquely or significantly affect your Tribe related to the proposed project. Early identification of Tribal concerns will allow the FAA to consider ways to effectively avoid and minimize potential impacts to Tribal resources and/or cultural practices as project planning proceeds and the Proposed Action is developed and refined. Toward that end, the FAA cordially invites you and/or your representative(s) to attend a meeting at which the FAA will provide an overview of the project and project timelines and receive any input your Tribe may wish to provide at that time. Please see the enclosed *Tribal Government-to-Government Project Consultation Options Form* for meeting dates.

Project Information

The Las Vegas Metroplex project would improve the efficiency of the Las Vegas Metroplex airspace by optimizing aircraft arrival and departure procedures at a number of airports, including McCarran International Airport (LAS), Henderson Executive Airport (HND), and North Las Vegas Airport (VGT). The project would involve changes in aircraft flight paths and/or altitudes in certain areas, but would not involve any construction or other ground disturbance or increase the number of aircraft operations within the Las Vegas Metroplex area.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation, as described in Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments," and FAA Order 1210.20, "American Indian and Alaska Native Tribal Consultation Policy and Procedures," is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that may uniquely or significantly affect them.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure that the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Augustin Moses at (206) 231-2218 or email at Augustin.Moses@faa.gov.

Project Consultation Options Form

Your timely responses on the enclosed *Tribal Government-to-Government Project Consultation Options Form* will assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the form and forward it to the FAA within thirty (30) days of your receipt of this correspondence.

Sincerely,

A handwritten signature in cursive script that reads "Dennis E. Roberts". The signature is written in dark ink and is positioned above the printed name and title.

Dennis E. Roberts
Regional Administrator

Enclosures

Tribal Government-to-Government Project Consultation Options Form

Information Regarding the FAA's Preparation of an Environmental Assessment for
the LAS Metroplex Project

Map of General Study Area

Tribal Government-to-Government Project Consultation Options Form

Chemehuevi Indian Tribe
P.O. Box 1976
Havasas Lake, CA 92363

Project Name: *Las Vegas Metroplex*

Please check all responses that apply, provide contact information, sign, and mail, email or fax this form to FAA within thirty (30) days receipt of this correspondence.

_____ The *Chemehuevi Indian Tribe*, a federally recognized tribe, would like to consult with the FAA in a government-to-government relationship for this proposed project.

_____ The Tribe would like to attend one of the following informational meetings with the FAA (check no more than one date):

_____ October 30, 2018 (time and location to be determined)
_____ October 31, 2018 (time and location to be determined)
_____ November 1, 2018 (time and location to be determined)

_____ The *Chemehuevi Indian Tribe* has no interest associated with this proposed project and further consultation is not required.

Tribal Leader (Please print)

Telephone

Tribal Leader (Signature)

Date

If you have decided to consult, please identify a Tribal Representative for the consultation.

Name of Formal Tribal Representative (Please print)

Telephone

Name of Formal Tribal Representative (Signature)

Date

Tribal Contact information:

Phone: _____

Fax: _____

e-mail: _____

Other (please describe): _____

Please mail, email, or fax Response Form

ATTENTION: Augustin Moses

Phone: (206) 231-2218

Fax: (206) 231-2175

E-mail: Augustin.Moses@faa.gov

Mail: Air Traffic Organization

Western Service Area

2200 S. 216th St.

Des Moines, WA 98198-6547

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

**Information Regarding the FAA's Preparation of an
Environmental Assessment for the LAS Metroplex Project**

SUMMARY: The FAA intends to prepare an Environmental Assessment (EA) for flight procedure optimization at airports located in Clark County, Nevada (the "Las Vegas Metroplex" or "LAS Metroplex"). These airports, referred to as the EA Study Airports include - McCarran International Airport (LAS), Henderson Executive Airport (HND), and North Las Vegas Airport (VGT). The EA process will be conducted pursuant to the National Environmental Policy Act of 1969 and the implementing Regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508.

The purpose of the proposed Las Vegas Metroplex project is to improve the efficiency of the airspace (a generic term referring to airspace where air traffic control service is provided) using more current navigation technology called Area Navigation (RNAV). The FAA has not made any decisions about the final content of the EA.

SUPPLEMENTARY INFORMATION:

Air traffic procedures operating in the airspace above and near LAS in addition to the EA Study Airports will be evaluated in the draft EA. RNAV-based Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) have been in effect in the Las Vegas Metroplex for nearly 20 years. However, since these procedures were first implemented, RNAV design criteria and guidance have been regularly updated as experience has been gained in the design and use of RNAV procedures. As a consequence, older RNAV procedures did not take full advantage of current RNAV design capabilities and have become increasingly less efficient. The arrival and departure procedures serving the Las Vegas Metroplex can be improved to increase the efficient use of the airspace to the benefit of pilots, controllers, and the general public.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action alternative and the proposed LAS Metroplex alternative (the Proposed Action). The FAA has not finalized the proposed LAS Metroplex alternative at this time. The proposed LAS Metroplex as it is currently being configured consists of optimizing aircraft routes within the controlled airspace into and out of the LAS Metroplex. The primary components of the proposed LAS Metroplex would include:

- **ESTABLISHING UPDATED DEPARTURE ROUTES AND/OR FIXES FROM THE EA STUDY AIRPORTS.** Aircraft departing from the EA Study Airports would transition to the high altitude routes using optimized routes based on RNAV technology.
- **ESTABLISHING UPDATED ARRIVAL ROUTES AND/OR FIXES INTO THE EA STUDY AIRPORTS.** Aircraft bound for the EA Study Airports would use optimized procedures to transition from a high altitude route to an existing approach route.

Implementation of the proposed LAS Metroplex is not anticipated to increase the number of aircraft operations at LAS, HND, VGT, or any other airport, or involve physical construction of any facilities.

General Study Area

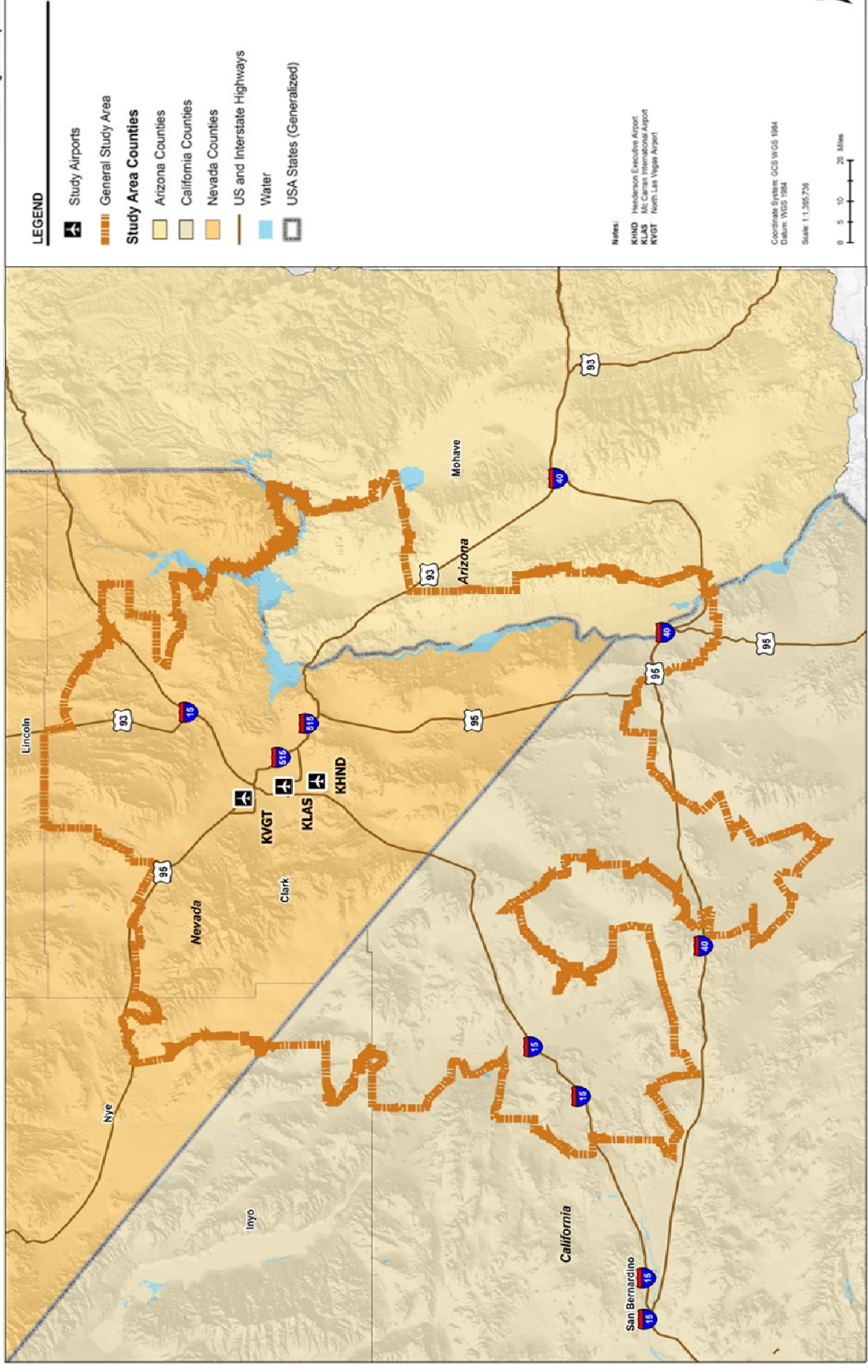
Using radar data for the EA Study Airports and preliminary proposed design changes identified by the Study Team and Design and Implementation Team, the FAA has identified a General Study Area in which changes to aircraft routing would occur as a result of the Proposed Action.

The General Study Area is used to evaluate and compare the potential impacts of the Proposed Action and reasonable alternatives. This evaluation will occur where departing aircraft are anticipated to be at altitudes below 10,000 feet above ground level (AGL) and arriving aircraft at altitudes below 7,000 feet AGL under the Proposed Action or the No Action alternative. Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts—these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties)—will be studied where flight path changes occur below 18,000 ft AGL.

PUBLIC WORKSHOPS:

The FAA intends to hold public workshops following publication of the Draft EA. The FAA will provide public notice of the public workshops and the availability of the Draft EA at a future date.

FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, Western Service Center, Operations Support Group, Attn: Mr. Augustin Moses, 2200 S. 216th St. Des Moines, WA 98198-6547. E-mail: 9-las-metroplex-ea@faa.gov



Source: Road Network File, U.S. Census Bureau, 2017; TIGER/Line Shapefiles (machine-readable data files), County Boundary File, US Census Bureau, (2017) TIGER/Line Shapefiles (machine-readable data files), Airports file, Federal Aviation Administration, 2016; Colored Instrument Flight Procedures (CIPF), Shaded Relief and Forest Lands of the United States, National Atlas of the United States, 2002, 2014; General Study Area boundary, ATAC Corporation, 2018.
Prepared by: ATAC Corporation, August 2018.

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A.2.2.4 List of Receiving Parties

Email Recipients

The Hon. Rodney Mike
Duckwater Shoshone Tribe
P.O. Box 140068
Duckwater, NV 89314

The Hon. Benny Tso
Las Vegas Paiute Tribe
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Las Vegas, NV 89106

The Hon. Greg Anderson
Moapa Band of Paiutes
P.O. Box 340
Moapa, NV 89025

The Hon. Len George
Paiute-Shoshone Tribe
565 Rio Vista Rd.
Fallon, NV 89424

The Hon. Arlan Melendez
Reno-Sparks Indian Colony
34 Reservation Road
Reno, NV 89502

The Hon. Ted Howard
Shoshone-Paiute Tribes of Duck Valley
P.O. Box 219
Owyhee, NV 89832

The Hon. Randi Desoto
Summit Lake Paiute Tribe
1001 N. Rock Boulevard
Sparks, NV 89431

The Hon. Amber Torres
Walker River Paiute Tribe
P.O. Box 220
Schurz, NV 89427

The Hon. Neil Mortimer
Washoe Tribe
919 Hwy. 395 S.
Gardnerville, NV 89410

The Hon. Judy Rojo
Winnemucca Tribe
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Reno, NV 89509

The Hon. Sherry Cordova
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14515 S. Veterans Dr
Somerton, AZ 85350

The Hon. Timothy Nuvangyaoma
Hopi Tribe
P.O. Box 158
Kykotsmovi Village, AZ 86039

The Hon. Damon Clarke
Hualapai Tribe
P.O. Box 179
Peach Springs, AZ 86434

The Hon. Ona Segundo
Kaibab Band of Paiutes
1 North Pipe Spring Rd.
Fredonia, AZ 86022

The Hon. Charles Woods
Chemehuevi Indian Tribe
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The Hon. George Gholson
Timbisha Shoshone Tribe
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Bishop, CA 93514

The Hon. Thomas Torte
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Thermal, CA 92274

The Hon. Darrell Mike
Twenty-Nine Palms Band of Mission Indians
46-200 Harrison Pl.
Coachella, CA 92236

Postal Mail Recipients

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26600 Mohave Rd.
Parker, AZ 85344

The Hon. Mike Jackson
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P.O. Box 1899
Yuma, AZ 85366

The Hon. Ernest Jones, Sr.
Yavapai-Prescott Indian Tribe
530 E. Merritt St.
Prescott, AZ 86301

The Hon. Timothy Williams
Fort Mojave Indian Tribe
500 Merriman St.
Needles, CA 92363

The Hon. Delaine Spilsbury
Ely Shoshone Tribe
16 Shoshone Circle
Ely, NV 89301

The Hon. Brad Crutcher
Fort McDermitt Paiute and Shoshone Tribes
P.O. Box 457
McDermitt, NV 89421

The Hon. Victor Mann
Lovelock Tribe
P.O. Box 878
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The Hon. Richard Arnold
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Pahrump, NV 89041

The Hon. Vinton Hawley
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Nixon, NV 89424

The Hon. Alice Tybo
Te-Moak Tribe of Western Shoshone of Nevada
525 Sunset Street
Elko, NV 89801

The Hon. Laurie Thom
Yerington Paiute Tribe
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Yerington, NV 89447

The Hon. Ronnie Snooks
Yomba Shoshone Tribe
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The Hon. Jeanine Borchardt
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The Hon. Corrina Bow
Kanosh Band of Paiute Indians
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Kanosh, UT 84637

The Hon. LaTosha Mayo
Koosharem Band of Paiute Indians
P.O. Box 205
Richfield, UT 84701

The Hon. Corrina Bow
Paiute of Utah
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Cedar City, UT 84720

The Hon. Patrick Charles
Shivwits Band of Paiute Indians
6060 West 3650 North
Ivins, UT 84738

Las Vegas Metroplex Section 106 Consultation

Attachment G: 10/25/18 FAA Letter to THPOs

NOTE: This letter was sent to the THPOs for the following tribes: Pyramid Lake Paiute Tribe, Reno-Sparks Indian Colony, Washoe Tribe, Colorado River Indian Tribes, Hualapai Tribe, Timbisha Shoshone Tribe, and Twenty-Nine Palms Band of Mission Indians.



Air Traffic Organization
Western Service Center

2200 S. 216th St.
Des Moines, WA 98198-6547

October 25, 2018

Mr. Peter Bungart
Tribal Historic Preservation Officer
Hualapai Tribe
PO Box 310
Peach Springs, AZ 86434

RE: Section 106 consultation for the proposed Las Vegas Metroplex (LAS Metroplex) Project

Dear Mr. Bungart,

On September 26, 2018, the FAA sent you a letter providing early notification of the preparation of an Environmental Assessment (EA) for the Las Vegas Metroplex (LAS Metroplex) Project. The LAS Metroplex Project is considered an undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, 54 U.S.C. § 306108, and its implementing regulations at 36 C.F.R. part 800. Section 106 applies to "historic properties," defined as districts, sites, buildings, structures, and objects that are included or eligible for inclusion on the National Register of Historic Places (NRHP). 54 U.S.C. § 300308. The purpose of this letter is to request further information on historic properties in the project area in advance of a formal invitation to consultation under Section 106 of the NHPA, as well as to invite you to meet to further discuss the project.

Project Description

A "metroplex" is a major metropolitan area with multiple airports and complex air traffic flows. In these areas, heavy air traffic and other constraints can combine to hinder efficient aircraft movement. A variety of factors have combined to reduce the efficiency of airspace within the LAS Metroplex. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the LAS Metroplex Project. This would involve changes in aircraft flight paths and altitudes in certain areas. Specifically, the FAA proposes to publish and implement optimized standard arrival and departure instrument procedures, serving air traffic flows into and out of airports in the LAS Metroplex.

General Study Area

The General Study Area identified in the EA being prepared for the LAS Metroplex Project encompasses areas surrounding the Metroplex airports. These airports include:

- McCarran International Airport (LAS)
- Henderson Executive Airport (HND)
- North Las Vegas Airport (VGT)

The General Study Area was delineated using flight paths identified with radar data. The General Study Area boundary represents the area where arriving aircraft cross 2010 Census tract boundaries at 7,000 feet above ground level (AGL) and departing aircraft cross at 10,000 feet AGL.

Proposed Area of Potential Effects

The Section 106 regulations define the Area of Potential Effects (APE) as the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character or use of historic properties, if any such properties are present. The APE is influenced by the scale and nature of the undertaking and may vary for different kinds of effects caused by the undertaking. For purposes of the LAS Metroplex Project, the FAA proposes to delineate an APE based on the boundary of the General Study Area.

Table 1, attached, lists the NRHP-listed historic properties the FAA has identified within the proposed APE. These properties are depicted on **Exhibit 1**. We request that you review the list of historic properties provided in **Table 1** and advise us whether there are additional historic properties that should be included for purposes of this analysis.

Proposed Methodology for Determination of Adverse Effects

The LAS Metroplex Project does not include any activities that would involve ground disturbance. Therefore, the determination of adverse effects would be limited to identification of noise or visual effects that would diminish the integrity of a property's significant historic features (including its setting, provided the setting has been identified as a contributing factor to the property's historic significance). See 36 C.F.R. § 800.5(a)(2)(v).

As the FAA has done for other Metroplex projects, we propose to identify potential adverse noise effects to historic properties by following a two-step process. First, noise exposure levels will be calculated at unique points within the APE representing the locations of the NRHP-listed historic properties provided in **Table 1** as well as any additional historic properties identified based on this request for further information. Second, noise exposure levels will be calculated at points arranged at 0.5 nautical mile intervals on an evenly spaced grid that covers the entire General Study Area. In the event that noise changes meeting the criteria described below are identified at a point on the evenly spaced grid, the area at and around the grid point would be further investigated for the presence of historic properties that are eligible for but not currently listed on the NRHP.

Consistent with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA's noise analysis for the LAS Metroplex Project will include identifying any "significant" or "reportable" noise increases the project would cause. As defined in that order, a *significant* noise increase is an increase in the day-night average sound level (DNL) of 1.5 decibels (dB) or more in a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No-Action Alternative for the same timeframe. A *reportable* noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB

If a reportable or significant increase in noise is detected, the FAA would consider further whether the increase would result in an adverse effect on historic properties. Historic properties at points showing such an increase would be identified as potentially-affected properties.

LAS Metroplex Environmental Assessment

As disclosed above, an EA is currently being prepared under the National Environmental Policy Act (NEPA) for the LAS Metroplex Project. All information as required under 36 C.F.R. part 800 will be included as part of the EA analysis.

Request for Further Information and Concurrence

We request that you please review the attached list of properties, the proposed APE, and the proposed methodology for determination of adverse effects. Based on your review, we would appreciate any additional information you may have pertaining to historic properties, and we request your concurrence with our proposed APE and methodology for determination of adverse effects. Should you have any questions, please do not hesitate to contact Mr. Augustin Moses at augustin.moses@faa.gov or (206) 231-2218.

Sincerely



Shawn M. Kozica
Group Manager
Operations Support Group
ATO Western Service Center

Attachments:

Table 1 – NRHP-Listed Properties in the Proposed Area of Potential Effects – LAS Metroplex Project
Exhibit 1 – Proposed Area of Potential Effects

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Table 1 – NRHP-Listed Properties in the Proposed Area of Potential Effects – LAS Metroplex Project

NRHP Reference	Name	Address	County	City	State
01000905	Hardyville Cemetery	1776 AZ 95	Mohave	Bullhead City	ARIZONA
88001676	Old Trails Bridge	Abandoned US 66 over the Colorado River	Mohave	Topock	ARIZONA
84000781	Willow Beach Gauging Station	Lake Mead National Recreation Area	Mohave	Littlefield	ARIZONA
02000537	El Garces	950 Front St.	San Bernardino	Needles	CALIFORNIA
01001102	Goffs Schoolhouse	37198 Lanfair Rd.	San Bernardino	Goffs	CALIFORNIA
09000846	Berkley Square	Area bounded by Byrnes Ave., D St., Leonard Ave., and G St.	Clark	Las Vegas	NEVADA
83001107	Boulder City Historic District	Roughly bounded by Nevada Hwy., Avenue L, Date, and 5th Sts.	Clark	Boulder City	NEVADA
82003210	Boulder Dam Hotel	1305 Arizona St.	Clark	Boulder City	NEVADA
96001561	Camp Lee Canyon	NV 156, approximately 50 mi. NW of Las Vegas, Spring Mountains National Recreation Area	Clark	Las Vegas	NEVADA
03001509	Clark Avenue Railroad Underpass	Jct. of Bonanza Rd. and Union Pacific Railroad Tracks	Clark	Las Vegas	NEVADA
13000010	El Cortez Hotel and Casino	600 Fremont St.	Clark	Las Vegas	NEVADA
92000121	Goodsprings Schoolhouse	San Pedro Ave. E of jct. with Esmeralda St.	Clark	Goodsprings	NEVADA
94000552	Green Shack	2504 E. Fremont	Clark	Las Vegas	NEVADA
75001106	Hidden Forest Cabin	N/A	Clark	North Las Vegas	NEVADA
81000382	Hoover Dam	E of Las Vegas on U.S. 93	Clark	Boulder City	NEVADA
93000686	Huntridge Theater	1208 E. Charleston Blvd.	Clark	Las Vegas	NEVADA

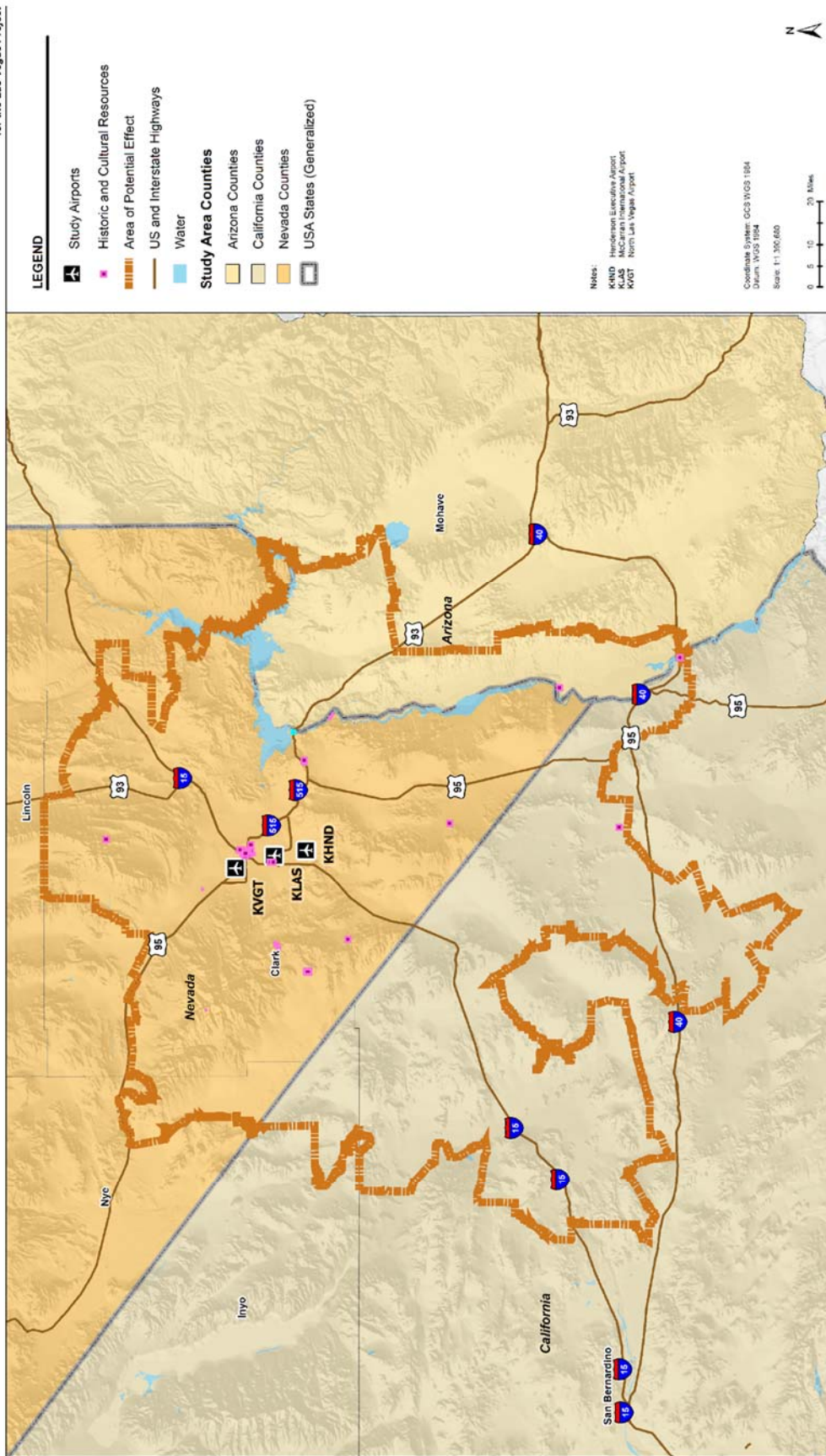
Table 1 – NRHP-Listed Properties in the Proposed Area of Potential Effects – LAS Metroplex Project

NRHP Reference	Name	Address	County	City	State
03000412	John S. Park Historic District	Roughly bounded by Charleston Blvd., Las Vegas Blvd., Franklin Ave., and S. Ninth St.	Clark	Las Vegas	NEVADA
75001107	Kyle Ranch	Losee St. and Carey Ave.	Clark	North Las Vegas	NEVADA
88000549	Las Vegas Grammar School	400 Las Vegas Blvd. S	Clark	Las Vegas	NEVADA
86002293	Las Vegas High School Academic Building and Gymnasium	315 S. Seventh St.	Clark	Las Vegas	NEVADA
90002204	Las Vegas High School Neighborhood Historic District	Roughly bounded by E. Bridger, S. 9th, E. Gass and S. 6th Sts.	Clark	Las Vegas	NEVADA
72000764	Las Vegas Mormon Fort	900 Las Vegas Blvd., N.	Clark	Las Vegas	NEVADA
78003379	Las Vegas Mormon Fort (Boundary Increase)	900 Las Vegas Blvd., N	Clark	Las Vegas	NEVADA
92001161	Little Church of the West	3960 Las Vegas Blvd. S.	Clark	Las Vegas	NEVADA
11001086	Morelli House	861 E. Bridger Ave.	Clark	Las Vegas	NEVADA
74001143	Mormon Well Spring	N of Las Vegas on Mormon Spring	Clark	Las Vegas	NEVADA
92001701	Moulin Rouge Hotel	900 W. Bonanza Rd.	Clark	Las Vegas	NEVADA
82003211	Old Boulder City Hospital	701 Park Pl.	Clark	Boulder City	NEVADA
74001144	Potosi	S of Las Vegas off I-15 near Potosi Pass	Clark	Las Vegas	NEVADA
87001622	Railroad Cottage Historic District	601--629 S. Casino Center	Clark	Las Vegas	NEVADA
76001141	Sandstone Ranch	20 mi. SW of Las Vegas	Clark	Las Vegas	NEVADA
87000077	Smith, Jay Dayton, House	624 S. Sixth St.	Clark	Las Vegas	NEVADA
01000863	Spanish Trail, Old,--Mormon	From the California border to	Clark	Las Vegas and Moapa	NEVADA

Table 1 – NRHP-Listed Properties in the Proposed Area of Potential Effects – LAS Metroplex Project

NRHP Reference	Name	Address	County	City	State
	Road Historic District	Arizona across southern Nevada, through Las Vegas; also specifically near the junction of Interstate 15 and State Route 169			
81000383	Tule Springs Ranch	9200 Tule Springs Rd.	Clark	Las Vegas	NEVADA
83001108	U.S. Post Office and Courthouse	300 E. Stewart Ave.	Clark	Las Vegas	NEVADA
08001392	Walking Box Ranch	6333 W. NV 164	Clark	Searchlight	NEVADA
92000120	Washington School	1901 N. White St.	Clark	North Las Vegas	NEVADA
09000284	Welcome to Fabulous Las Vegas Sign, The	Las Vegas Blvd., in public right of way, approx. .5 mi. S. of intersection with Russell Rd.	Clark	Paradise Township	NEVADA
86000587	Willow Beach Gauging Station	Lake Mead National Recreation Area	Clark	Boulder City	NEVADA
85003219	Woodlawn Cemetery	405 E. Main St.	Clark	North Las Vegas	NEVADA

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Las Vegas Metroplex Section 106 Consultation

Attachment H: 01/21/20 Email Correspondence with Clark County

Basic, Catherine (FAA)

From: Moses, Augustin (FAA)
Sent: Wednesday, January 22, 2020 10:32 AM
To: Basic, Catherine (FAA); Bjornson, Hans (FAA)
Subject: FW: FAA's Las Vegas Metroplex Project
Attachments: Focussed APE.pdf

Here is the Focused APE

Thanks,

*Augustin Moses, P.E.
Environmental Protection Specialist
Operations Support Group
Western Service Area
2200 S. 216th, Des Moines, WA. 98198-6547
Phone: (206) 231-2218*



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From: Mark Hall-Patton <MHP@ClarkCountyNV.gov>
Sent: Tuesday, January 21, 2020 3:49 PM
To: Moses, Augustin (FAA) <augustin.moses@faa.gov>
Subject: RE: FAA's Las Vegas Metroplex Project

Contract Air Mail Route 4 did cover the route you will be covering, and the Night Airway Beacons also covered the same area. While the beacons are gone, the arrows, which are concrete and not painted yellow, still exist along today's I-15. One can be found about one mile south of Jean on the east side of the freeway, which is not listed on either of the sites you consulted and should be noted. I do not think it will be impacted by the noise, but it is a significant historic site in the region.

Mark Hall-Patton
Administrator
Clark County museum system

From: Moses, Augustin (FAA) [<mailto:augustin.moses@faa.gov>]
Sent: Friday, January 17, 2020 7:54 AM
To: Mark Hall-Patton
Subject: FAA's Las Vegas Metroplex Project

Dear Mr. Hall-Patton:

Happy New Year! This is a courtesy note advising you that I will be sending a letter to the Nevada State Historic Preservation Office (SHPO) regarding the FAA's Las Vegas Metroplex Project. Since Clark County is a consulting party, I will also send you a copy of the SHPO letter via email. As noted in our correspondence, dated December 6, 2019 (attached), FAA has sought input for identifying historic properties within the project's revised Area of Potential Effect as part of its Section 106 consultation process. To date, we have not received any response. Based on an earlier telephone conversation we had on November 26, 2019, you mentioned that there may be an airmail route in the area that was in use from the 1920s to the 1960s. The airmail route consisted of lighting structures (i.e., beacons) and large, yellow arrows painted on the ground. In response to this information, we conducted research regarding the locations of airway beacons and markings. In particular, we consulted the following online resources: <https://www.arcgis.com/home/webmap/viewer.html?webmap=5afb592c7aad4ec286e9bed04e1afdd3> and <http://www.dreamsmithphotos.com/arrow/States/nv/nevada.html>. According to our research, none are located within the FAA's revised APE, and therefore, are outside the scope of review for identifying historic resources for this undertaking.

Please let me know if you have any questions or comments.

Thanks,

*Augustín Moses, P.E.
Environmental Protection Specialist
Operations Support Group
Western Service Area
2200 S. 216th, Des Moines, WA. 98198-6547
Phone: (206) 231-2218*



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From: Moses, Augustin (FAA) <augustin.moses@faa.gov>

Sent: Friday, December 06, 2019 5:12 PM

To: mhp@clarkcountyNV.gov

Subject: Las Vegas Metroplex

Dear Mr. Hall-Patton:

Per our talk on November 21, 2019, I am attaching a letter describing the salient features of our project for you review and feedback. Your feedback will help us for processing the Environmental Assessment of the revision of air traffic within the Las Vegas Meroplex. I have also attached a diagram of the General Study Area and the revised Area of Potential Effect.

Please call me if you have any questions.

Thanks,

Augustín Moses, P.E.

Environmental Protection Specialist

Operations Support Group

Western Service Area

2200 S. 216th, Des Moines, WA. 98198-6547

Phone: (206) 231-2218



Let's CONNECT

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