

Letter I-7

Comments

Responses



Kelly P. Couch D.D.S.
 7915 LAGUNA BLVD. • SUITE 110
 ELK GROVE, CA 95758
 (916) 683-2300

12/7/09

Re New Melones Lake Management Policies

ATTN: Melissa Brackman - Vignau

DEAR Melissa I AM writing you stating my support for "Alternative B" regarding seaplane access to the lake. I have operated from Calif lakes for 30+ years with no problems regarding safety or traffic. I am requesting the same access that even big cities like New York or Seattle allow seaplane access such as Manhattan's East River or Seattle's Lake Union/Lake Washington.

Sinc Kelly Couch

I-7-1: Comment noted.

I-7-2: Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue the current policy for non-commercial seaplane use of New Melones Lake.

I-7-1

I-7-2

Letter I-8

Comments

Responses

Peter F. Hartmann, Esq.
 Calif. State Bar # 50716
 United States District Court Bar # 173
 PO Box 148 / 3300 Runway Road
 Paulden, Arizona 86334
 Tel (928) 830-4710
 e mail peterhartmann@commspeed.net

10 December 2009

RE : Amphibious/SeaPlane access on Federal Waterways - NEW MELONES

U.S. Dept. Of The Interior
 Bureau Of Reclamation
 Central California Area Office
 7794 Folsom Dam Road
 Folsom, Calif 95630

Gentlepersons:

It has come to the office of the undersigned that you are seeking comments as to use of the public, and provisions for commercial services to the public, at the above facility.

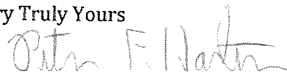
It is well established both in case law and by Congressional Mandate, that use of public waterways MUST be administered in a non-discriminatory manner. Regulations as to such use MUST be reasonable and impartial as to all clases of public use.

I-8-1

You are, or should be aware that as to use on federal waterways, amphibious/sea-plane aircraft have a significantly lower enviornmental "imprint" than other types of water-craft, AND have a substantially superior operating history from a safety standpoint. In our view, there is no basis for applying regulations and/or restrictions to that class of operators that would be separate, distinct, or more restrictive than any other class of public use.

The only alternative to reasonable regulations is costly and time-consuming litigation. Be assured that the undersigned, as an amphibious/sea-plane operator myself, will aggressively support fair and impartial regulations.

Very Truly Yours



Peter F. Hartmann
 PFH / caa

cc : SeaPlane Operations LLC - Capt. C. Hood
 PO Box 945
 Zephyr Cove
 Nevada 89448

I-8-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

Letter I-9

Comments

Responses

From: Richard Kotowski [rnkotowski@yahoo.com]
Sent: Friday, December 11, 2009 10:32 AM
To: Brockman, Melissa A
Subject: New Melones

I-9-1: The RMP/EIS will allow for the possibility of a road to access the management areas on the west side of New Melones Lake, such as the Westside, Bowie Flat, and Greenhorn Creek Management Areas. Reclamation would also consider proposals from cost-share partners for access points at feasible locations around the lake.

I-9-1 | Just put in an option to have access to the western end of New Melones Reservoir & let local "peoples" handle it!
(hear the local people)
local voter
Rich Kotowski
Bar XX Angels Camp Ca
http://www.thepinetree.net/index.php?module=announce&ANN_user_op=view&ANN_id=9575

Letter I-10

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name Dylan Love

Organization and Address PO Box 502, Meadow Vista, CA 95722

Phone () _____ FAX () _____ E-mail dlove7@gmail.com

Comment here: December 20, 2009
Date

I-10-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C.

Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-10-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle.

The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West!

Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.


I-10-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-10-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-11

Comments

Responses



RECLAMATION
Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

*Written comments may be submitted at the Comment Table
or are due to the Bureau of Reclamation by close of business
Monday, January 4, 2010.*

*Comments may also be mailed to the address on the back, or faxed
to 916-989-7109, or e-mailed to mbrockman@usbr.gov.
Thank you.*

(Please print clearly)

Name Teel Love

Organization and Address 37800 Camden St #345, Fremont, CA 94536

Phone () _____ FAX () _____ E-mail teellove@gmail.com

Comment here: December 20, 2009
Date

I-11-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-11-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West! Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.

I-11-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-11-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-12

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name Tom Love

Organization and Address 2280 Grass Valley Hwy #137, Auburn, CA 95603

Phone () _____ FAX () _____ E-mail lovetom1@gmail.com

Comment here: December 20, 2009
Date

I-12-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-12-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West! Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.

I-12-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-12-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-13

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name Susan Pastor

Organization and Address PO Box 1536, Meadow Vista, CA 95722

Phone () _____ FAX () _____ E-mail susanloans@hotmail.com

Comment here: December 20, 2009
Date

I-13-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-13-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West! Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.


I-13-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-13-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-14

Comments

Responses



Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name Robert Stoecker

Organization and Address sea plane owner
135 campo road, portola valley, calif. 94028

Phone () 650-851-1453 FAX () _____ E-mail campo5151@aol.com

Comment here: December 20, 2009
 Date

I-14-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-14-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR in the West. Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.

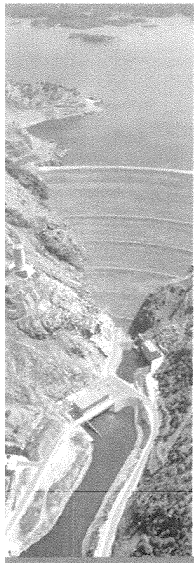
I-14-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-14-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-15

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name EUGENE H. KOPP
 Organization and Address PO Box 1351
SOUTH PASADENA, CA 91031
 Phone () _____ FAX () _____ E-mail ehkopp@earthlink.net

Comment here: December 20, 2009
 Date

I have enjoyed flying a rental seaplane at New Melones, very carefully and quietly. I have also put dollars into

I-15-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

The local economy with motels, meals, etc.

I-15-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West! Thank you for your consideration and acceptance of these comments, and for the opportunity to comment.

All comments become part of the public record. *Eugene H. Kopp*

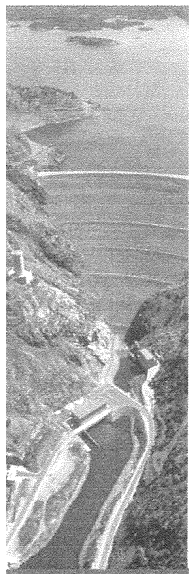
I-15-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-15-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-16

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name Michael A Matzek

Organization and Address 2390 W. Middlefield Rd
Mtn. View, CA 94043

Phone (650) 960-0809 FAX () _____ E-mail mmatzek@comcast.net

Comment here: December 20, 2009
Date

I-16-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-16-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West! Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.


I-16-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-16-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-17

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name EUGENE A. LADD

Organization and Address 2500 MARY WEST SPRINGS ROAD
SANTA ROSA, CA 95404

Phone 707-546-4529 FAX () E-mail geneladd@pharos.com

Comment here: December 20, 2009
Date

I-17-1

As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C. Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-17-2

The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle. The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones or any other BOR resource in the West! Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.

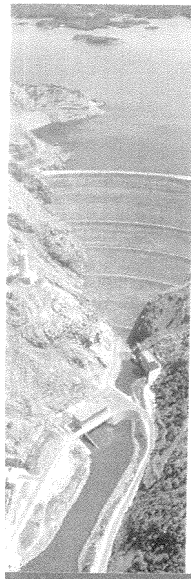
I-17-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-17-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-18

Comments

Responses



RECLAMATION

Managing Water in the West

Comment Sheet for the New Melones Draft RMP/EIS

Written comments may be submitted at the Comment Table or are due to the Bureau of Reclamation by close of business Monday, January 4, 2010.

Comments may also be mailed to the address on the back, or faxed to 916-989-7109, or e-mailed to mbrockman@usbr.gov. Thank you.

(Please print clearly)

Name John Palmerlee

Organization and Address 1209 Hexem Avenue, Santa Rosa, California 95404

Phone (707-566-8560) FAX () E-mail jbpalm@sonic.net

Comment here: December 20, 2009
Date

I-18-1 | As a user of Bureau of Reclamation Recreational Resources, I would like to comment that I support continued seaplane access to New Melones Reservoir. Of the alternatives in the Draft RMP/EIS I prefer Alternative B and strongly oppose Alternative C.

Seaplanes have safely used the waters of the BOR, where permitted, throughout the west for as long as the BOR has managed them. At New Melones, western seaplane pilots have long enjoyed access without conflict with the local boating community and are a popular attraction for the local tourism industry.

I-18-2 | The operation of a seaplane school on New Melones would bring additional benefits to the local business community with minimal impact to the environment. Seaplanes do not use Reservoir waters for engine cooling, do not stir sediments with their propellers, do not carry invasive species in their bilges or bait buckets and produce far less noise than any ski or bass boat at full throttle.

The local seaplane community is tightly knit and organized, ready to work closely with the local Resource Managers to address and mitigate any issues arising from seaplane operations on New Melones, or any other BOR resource in the West!

Thank you for your consideration and acceptance of these comments.

All comments become part of the public record.

I-18-1: Comment noted. Management actions within the RMP must be consistent with Reclamation's goals and objectives. Reclamation must consider resource use, resource protection, and public safety in managing the New Melones Lake Area. Reclamation's preferred alternative would continue to implement the current policy for non-commercial seaplane use of New Melones Lake.

I-18-2: Comment noted. Operation of a seaplane school is included under Alternative B (Action R 31B).

Letter I-19

Comments

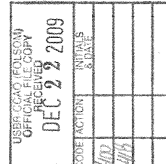
Responses

Thomas and Ingrid Ritz
Residence Address: 20730 Jackass Hill Road
Sonora, CA 95370
Telephone: (209)536-1572
Mailing Address: P. O. Box 326, Columbia, CA 95310

December 21, 2009

Sent USPS Express Mail on 12-21-2009

Ms. Melissa Brockman Vignau
 U. S. Department of the Interior, Bureau of Reclamation
 Central California Area Office
 7794 Folsom Dam Road
 Folsom, CA 95630-6610



RE: Public Comment (due by Jan. 04, 2010)-New Melones Lake Project Resource Management Plan/Environmental Impact Statement (RMP/EIS)-Comments relate only to the following:

- 1. Aircraft Overflights of New Melones Lake & Reclamation Critical Infrastructure;**
- 2. Seaplane Activity on New Melones Lake and vicinity, including residences;**
- 3. Target shooting/hunting activities on New Melones property (resounding loud gunshot noise echoes in neighboring residential areas & related wildfire concern).**

Dear Ms. Vignau:

As written in our previous RMP/EIS Comment Letters, dated October 29, 2007 and December 30, 2008 (*copies enclosed*), because our 3-story home is located on Jackass Hill overlooking New Melones Lake (*view photo attached + see Red X, our home location, marked on attached RMP/EIS Figure 5-14*), as neighboring landowners, we have a unique position to observe and hear all aircraft overflights of New Melones Lake, Reclamation’s identified critical infrastructure, the Highway 49 Bridge, Jackass Hill, and surrounding canyons. (It should be noted we have owned our property since 1986 and have resided in our home since June 1991 when there were absolutely NO routine, repetitive aircraft overflights of New Melones Lake and only extremely rare random overflights of the areas of New Melones Lake north of the Dam. We did not see or hear any overflights of the Highway 49 Bridge area. Now, this area is, wrongly, overwhelmed with dangerous overflights.)

Unfortunately, Tuolumne County is continuing to mismanage air traffic at its non-towered (uncontrolled) general aviation recreational Columbia Airport and continues to ignore its legal obligations and responsibilities under State and Federal law (including required CEQA and NEPA mitigation of severe environmental negative overflight impacts caused by frequent, repetitive Columbia Airport air traffic) by continuing to encourage the unnecessary, dangerous, cross-traffic, improper mis-directed “extended-pattern” overflights by the majority of its inbound and outbound aircraft (on potential mid-air collision paths) which routinely and repetitively overfly the concentrated area including Reclamation’s two New Melones Lake campgrounds, Visitors Center/Headquarters complex, New Melones Dam, the Highway 49 Bridge, and the Spillway, as well as Jackass Hill residences, including ours, and the immediately surrounding deep, rugged, wooded canyons. These frequent, repetitive overflights unnecessarily create continual severe overflight safety hazards as well as continual loud aircraft overflight noise thereby jeopardizing Reclamation’s stated RMP/EIS protection goals. (These Columbia Airport overflights are not in the same legal category as what the FAA classifies as random, occasional, cross-country overflights not associated with any nearby airport’s operations.) **Therefore, within the broader scope of Reclamation’s choice of Alternative D, in the Final Plan, we strongly urge implementation of Alternative C for “Access and Transportation-Aircraft Activities” 2009 Draft Plan p. 3-13, Action TA 13C;**

I-19-1

I-19-1: Comment noted.

Letter I-19, Continued

Comments

Responses

I-19-2 p. ES-10 lines 21-23; with consideration to implement Action TA 12C, at least in areas near critical infrastructure; and placing some additional “no-fly zone” area over the Lake surface only near already identified critical infrastructure to “Sample Plan” p. E-5 Aircraft Section 16.4(b) (*copy attached*) and to Figure 5-14 (*copy attached*), continuing to exempt only firefighting, emergency, and military aircraft operations, as indicated in your 2009 Draft RMP/EIS. In addition, p. E-5 Section 16.4(a) “...minimum 500 feet of altitude above land or water...” is not the correct FAA standard to be applied to Columbia Airport’s air traffic because such low altitude is well below required minimum altitudes for aircraft approach or departure 5-10 miles from Columbia Airport—aircraft which shouldn’t be routinely overflying the Lake to begin with. Implementing at least “Action TA 13C” is vital to all of Reclamation’s stated goals, does not conflict with other recreational options at New Melones Lake (with the exception of seaplanes if some Lake surface is restricted--seaplanes do conflict with other activities from an environmental and public safety standpoint), will provide for the goal of public health and safety for the very large number of annual visitors to New Melones Lake, will have no negative effect whatsoever on any pilot’s use of Columbia Airport, and will, in fact, improve overall public safety in this area because current overflight paths being flown are unsafe and improper. Too add to the public safety problem, some pilots using Columbia Airport now overfly this area during inclement weather when visibility is poor or non-existent, an FAA violation. Columbia Airport cannot accommodate FAA IFR (instrument) flights because it is not equipped to do so. (Only IFR take-offs by FAA instrument-rated pilots can take place from Columbia Airport during such weather and require flying the FAA designated IFR departure path straight out from the runway and proceeding straight out for many miles—a flight path that does not cross New Melones Lake at all.)

I-19-3 During the past two years, we periodically met with Peggi Brooks, Resource Manager at Melones Lake (recently transferred to your Folsom facility) to update her about actions by Tuolumne County officials regarding Tuolumne County’s continuing, careless, unusual, contradictory, and, at times, clandestine County document and airport management practices regarding aircraft operations at Columbia Airport which negatively impact New Melones Lake infrastructure and public health and safety. In the mid-1990s, we worked closely with Keith Davis, your former Manager at New Melones Lake, attempting to help resolve serious aircraft overflight problems at New Melones which continue to this day due to lack of viable overflight restrictions. We last met with Ms. Brooks on October 1, 2009 at which time she urged us to write this Comment Letter to include the most recent Columbia Airport overflight practices and Tuolumne County document information we discussed with her.

On Dec. 15, 2009, we attended the last 2009 Tuolumne County Board of Supervisors Meeting because the Board was scheduled to vote on the content of its official RMP/EIS Comment Letter (not made available until one hour before the meeting). Based upon events during this Board Meeting, it is clear Tuolumne County has absolutely no intention of doing anything to re-direct its inbound and outbound Columbia Airport air traffic to fly the County’s correct, safe, long-established, 1983-documented airport traffic patterns (located appropriately in-line with the direction of the Airport runway), apparently preferring to ignore, rather than correct, both the severe negative environmental impacts caused by these mis-directed continual repetitive Columbia Airport overflights of Reclamation’s infrastructure and the inherent threat to public health and safety they cause. By its wording, Tuolumne County goes so far as to grossly mislead Reclamation by inferring that placing any aircraft overflight restrictions (“no-fly zones” over critical infrastructure) in Reclamation’s Final Plan might somehow affect pilots’ access to Columbia Airport. Even the hint of anything like that is absolutely not true. Page 3 of Tuolumne County’s letter includes the statement: “It is important to maintain historic, reasonable access to Columbia Airport.” During the

I-19-2: FAA regulations are in place and need to be enforced by the FAA.

I-19-3: Please see 43 CFR 423. 70(a) 16.4(a) “16.4 Airplane overflights at New Melones Lake are permitted with the following restrictions: (a) Aircraft must maintain a minimum of 500 feet of altitude above any land or water, except when a seaplane is landing or taking off. (b) Aircraft must not fly directly over the dam, the Highway 49 bridge and Administration area, Tuttle town Recreation Area or Glory Hole Recreation Area.”

Letter I-19, Continued

Comments

Responses

Public Comment Period at this Supervisors' Meeting, we pointed out that only Reclamation's critical infrastructure, as shown on RMP/EIS Figure 5-14, would be potentially restricted (Alternative C) and this area is miles away from any "historic or reasonable" and County documented access to Columbia Airport and thus cannot possibly interfere with any pilot's use of Columbia Airport and that, in fact, Columbia Airport's repetitive cross-traffic overflights of this area of the Lake, and over Jackass Hill and our home, miles from the airport, are extremely unsafe and unreasonable, create severe negative environmental impacts in the area, and pose a serious threat to Reclamation's New Melones identified critical infrastructure and to public health and safety in this area. The comment was made by one Supervisor that, if Reclamation needs to protect its infrastructure, it'll do so –as if Tuolumne County has no role whatsoever to play or any responsibility in doing anything at all to effectively eliminate the repetitive cross-traffic overflights it has knowingly and purposely caused in our area and re-direct air traffic to its correct former location. (See attached copy of Nov. 1982 Hodges & Shutt Tuolumne County Airports document, pp. 5-7, with special note to Columbia Airport pattern diagram on p. 7, and attached Tuolumne County Ordinance Exhibit "A" [codified in 1983&1996] showing the identical airport traffic pattern configuration plotted geographically inside the legislated boundaries of the "Columbia Airport Referral Area" [now called "Airport Influence Area"].) We pointed out that County Administrator Craig Pedro's November 13, 2009 "Noise Sensitive Areas" letter, which the County attached to its RMP/EIS Comment Letter, is being ignored by pilots. Please note that Craig Pedro wrote this letter almost 5 months after June 19, 2009, when, at our request, he finally agreed to visit our home on Jackass Hill so he could see for himself the danger continual overflights pose to this rugged extreme wildfire hazard area. During about 10 minutes on our upper deck, he observed at least 5 or 6 Columbia Airport bound overflights of the Tutletown Campground and our home. Shortly afterwards, from our driveway, he heard how very loud departing and approaching aircraft sound at our home. That day, he told us emphatically, if his Airport Manager can't correct the overflight problem at this location, he, personally, will write an unprecedented letter to pilots on his letterhead telling them to avoid overflying our area. (See attached copy of Craig Pedro's Nov. 13, 2009 letter with attachments). It is obvious, this is not the letter he told us he would write. Instead, he wrote a generalized letter, non-specific to our area and its severe repetitive overflight problem, and attached an FAA "voluntary practices" circular which does not apply to this situation of purposely mis-directed airport cross-traffic repetitively overlying an inappropriate area. Also, please note that the attached Tuolumne County "Noise Sensitive Areas" Map with its circles does not include Reclamation's campgrounds in the circle despite our original input that it should. (Also, the City of Sonora cannot correctly be classified "noise sensitive area." See same attached FAA Circular Item #7 for DEFINITION of noise sensitive area.) **The final result at the Dec. 15, 2009 Board of Supervisors Meeting was, as expected; our Public Comment was ignored by the Supervisors in favor of keeping the grossly misleading wording in Tuolumne County's RMP/EIS Comment Letter.** The County's entire paragraph related to "aircraft" makes no sense at all because the "Alternative C" proposed overflight restrictions have no bearing whatsoever on "overall enjoyment, productive use, and economic benefit of the area." Designating "no-fly zones" over Reclamation's critical infrastructure will, in fact, greatly improve enjoyment, productive use, and economic benefit in our shared New Melones critical infrastructure/Jackass Hill area and will contribute to over-all public safety in the entire region.

As stated in paragraph 1, above, to adequately and realistically protect New Melones Lake identified critical infrastructure and public health and safety, which clearly is Reclamation's intent, we would like to propose a practical addition to the proposed "overflight restrictions" of your Draft page E-5 "Section 16.4, Aircraft" (copy attached) to include restriction of aircraft overflight of the Lake surface in the region of the Lake from the Dam area to an area North of the Visitors Center to include the Highway 49 Bridge (exempting firefighting, emergency and military aircraft). Doing so will

I-19-2: FAA regulations are in place and need to be enforced by the FAA.

I-19-2
(Continued)

Letter I-19, Continued**Comments****Responses**

facilitate and improve compliance and enforcement capability of proposed identified “no-fly zones” over Reclamation’s critical infrastructure as shown on RMP/EIS Figure 5-14 Map as well as over the Dam and Highway 49 Bridge and will not affect overflights, other than by seaplanes, because all other Melones Lake overflights are associated directly with improper, mis-directed, repetitive inbound and outbound Columbia Airport air traffic which, by definition, to avoid overflight of Draft Figure 5-14 restricted infrastructure areas, must also avoid overflight of the immediately surrounding areas of the Lake surface. All general aviation aircraft which overfly our home and its immediate vicinity on Jackass Hill, by definition, also must overfly New Melones Lake identified critical infrastructure listed on Draft p. E-5 Section 16.4(b), including Tuttle town Campground, Glory Hole Campground, the Visitors Center/Headquarters Complex, the Dam, the Highway 49 Bridge, (and the Spillway).

I-19-2: FAA regulations are in place and need to be enforced by the FAA.

I-19-2
(Continued)

Additionally, Draft RMP/EIS Figure 5-14 (*copy attached*) can be made more consistent with p. E-5 Aircraft Section 16.4(b) (*copy attached*) by adding the Dam and the Highway 49 Bridge to the “No Aircraft flights over green striped” areas. By also “green striping” the surrounding portion of the Lake surface, it will be much easier to achieve compliance and enforcement of the overflight restriction of the critical infrastructure areas. If seaplane activity on the Lake is desired, such seaplane activity (prohibiting pilot training or instruction, as written on p. E-5 Section 16.3[d]) would better be limited to a designated area of the Lake away from Section 16.4(b) listed infrastructure because seaplanes can also have engine failure, go out of control due to pilot error and end up crashing into boats, campgrounds, the Visitors Center, etc. (instead, for example, seaplane activity could be allowed in a designated area South of New Melones Dam only.)

Our comments in this letter address the reasons to incorporate Alternative C (Aircraft overflights) within the broader context of Alternative D in Reclamation’s Final Plan in order to effectively protect New Melones Lake identified critical infrastructure, protect the Lake’s natural environment, and to protect public health and safety from the severe hazards posed by Tuolumne County’s mis-directed routine repetitive Columbia Airport air traffic. Tuolumne County’s current Airport Manager, Jim Thomas, as well as some of his superiors, have openly refused to acknowledge the County’s long-standing Tuolumne County Ordinance codified depicted airport traffic patterns which specifically avoid overflight of New Melones Lake and its infrastructure. To further exacerbate the problem, these long-established codified airport traffic patterns have recently been removed from its County Ordinance by the Board of Supervisors leaving Tuolumne County without safe, enforceable airport traffic patterns. Tuolumne County also does do not understand, or chooses to ignore, the stated purpose of its State mandated airport land use local legislation governed by the *State of California Aeronautics Act, Public Utilities Code, Chapter 4, Article 3.5* and related legislation. Tuolumne County has succeeded in wrongly re-locating about 98% of its air traffic to overfly New Melones critical infrastructure, miles away from its normal, safe approach and departure routes in line with its main runway. (*See attached Reclamation “New Melones Reservoir” Map with added drawing to show legislated Columbia Airport Influence Area Boundary with 1983/1996 Exhibit “A” Traffic Patterns.*) The County’s inexperienced current Airports Director/Manager, Jim Thomas, an avid member of Tuolumne County’s pilot community who lives in Tuolumne County’s Pine Mountain Lake Airpark, has continued to actively mis-direct the Airport’s routine air traffic to this area by wrongly insisting the Highway 49 Bridge is a Columbia Airport “pattern point/reporting point/landmark.” We have spent years discussing this serious problem with his superiors. Now, despite having reluctantly posted ineffective notices that only suggest avoidance of a portion of this area (*see his attached color “Noise Sensitive Areas” Map*), Jim Thomas continues to refuse to take any appropriate action to re-direct the majority of Columbia Airport’s air traffic away from flying dangerous and improper extended aircraft approaches and departures over New Melones critical

Letter I-19, Continued

Comments

Responses

infrastructure and our area of rugged hills and deep canyons that preclude emergency landing by aircraft in the event of engine failure and will result in widespread catastrophe in the event of crash or mid-air collision. Unfortunately, the County's June 2009 premature removal from its Tuolumne County Ordinance Codes of all depictions of its long-established 1983 documented Columbia Airport traffic patterns, which avoid overflight of New Melones Lake entirely, and our recent review of the very different and inappropriate new Columbia Airport traffic patterns proposed by Jim Thomas, (without required full CEQA and NEPA review) that he wants to have replace the prematurely removed patterns, will encourage and enable the continued repetitive unsafe cross-traffic overflights of New Melones Lake critical infrastructure by the vast majority of Columbia Airport's inbound and outbound air traffic.

As a result of our repeated discussions about this continuing severe overflight problem with Tuolumne County Counsel Gregory Oliver and County Administrator Craig Pedro, Tuolumne County Airport Manager Jim Thomas was finally instructed, more than a year ago, to put out two notices for pilots to avoid "the Highway 49 and vicinity" including a note in the Columbia Airport section of the *FAA Airports/Facilities Directory (copy attached)* but the Airport Manager refused to include Reclamation's two New Melones campgrounds on his "Noise Sensitive Areas" Map (attached) circle of the "Highway 49 vicinity" despite our request he do so; however, despite these notices, inbound and outbound overflights continue, as before, over the entire circled area because pilots ignore all "avoid overflight" notices pertaining to this area and have been told by Airport Management they can fly wherever they like and, again, have wrongly been told the Highway 49 Bridge is a "pattern point/reporting point/landmark" for Columbia Airport, in violation of FAA VFR procedures and in violation of California State Aeronautics Law which requires all "airport traffic patterns" to be fully contained inside the legislated jurisdictional boundaries of, in this case, the "Columbia Airport Influence Area."

Despite our continued efforts this past year to work with high level Tuolumne County officials, Tuolumne County has failed to effectively address and correct this dangerous overflight problem and has, instead, set into motion certain procedures and County legislation which will legitimize its current dangerous airport operations over New Melones Lake identified critical infrastructure. Also County Airport Management has disseminated clandestine, contradictory information to pilots:

•1. **December 15, 2009** - Tuolumne County Board of Supervisors Meeting - Agenda Item: Comment letter to New Melones Lake Area Draft RMP/EIS. (Discussed on above pp. 2 & 3.) Reclamation will receive an RMP/EIS Comment Letter from Tuolumne County containing false inferences related to proposed Alternative C overflight restrictions and Columbia Airport. Craig Pedro's "Noise Sensitive Areas" letter to pilots dated 11-13-2009 to be attached to the County's Comment Letter has been ignored by pilots since it was sent out.

•2. **June 16, 2009**- Tuolumne County Board of Supervisors-Public Hearing- **Voted 4-1 to remove from the Tuolumne County Ordinance Code** "Exhibit A" of the *Columbia Airport Influence Area Map* (required under California State Aeronautics Law) which depicts **4 distinct Departure Patterns for Columbia Airport that all avoid overflight of New Melones Lake which have appeared in the County Ordinance Codes since 1983 (copy attached)** and to, prematurely, replace that "Exhibit A" diagram with a new "Columbia Airport Influence Area Map" which fails to depict any Columbia Airport traffic patterns whatsoever (*copy attached*). We spoke at the Board Meeting to point out that removal of the existing "Exhibit A" prior to moving the codified long-established 1983 air traffic pattern diagram to the "Traffic Pattern" section of the County Ordinance Code (which had not been properly updated in 1983 to coincide with the 1983 Ordinance Section's

Letter I-19, Continued

Comments

Responses

“Exhibit A” depicting Columbia Airport traffic patterns in accordance with the Hodges & Shutt Nov. 1982 Tuolumne County airports study (*attached*) would eliminate Tuolumne County’s ability to enforce its legitimate airport traffic patterns which avoid overflight of New Melones Lake and Jackass Hill because the Tuolumne County Ordinance Codes would no longer include any legitimate or enforceable traffic patterns at all. We had earlier brought this problem to the attention of Tuolumne County officials, in writing and during meetings, but, apparently, no one in Tuolumne County government cared enough about environmental laws, public safety, or safe airport operations to do anything about it. California State Aeronautics Law and CEQA and NEPA regulations do not allow unnecessary arbitrary change of airport traffic patterns when there have been no changes to airport runways. With disregard for the law and public safety, the former and current improper practice of County Airport Management misdirecting inbound and outbound Columbia Airport traffic over New Melones Lake and its identified critical infrastructure, the Highway 49 Bridge, and our home on Jackass Hill is, for all intents and purposes, in the process of being legitimized by Tuolumne County. This Board of Supervisors’ action represents the first step in doing so.

•3. **April 14, 2009- Board of Supervisors Public Meeting - Agenda Item:** The long overdue State mandated *Amended Tuolumne County Airport Land Use Compatibility Plan* consistency requirement, as required by California Government Code, first came before the County Board of Supervisors. Unfortunately, that Board Agenda Item was wrongly accompanied by premature County Ordinance codification of the *Amended Tuolumne County Airport Land Use Compatibility Plan* and its revised “Exhibit A” diagram which omits all previously depicted airport traffic patterns. We pointed out that the County Ordinance Section titled “Traffic Patterns” must first be made consistent with the existing 1996 “Exhibit A” Columbia Airport Influence Area diagram’s 1983 long-established legislated airport traffic patterns before removal of the existing “Exhibit “A” diagram from the County Ordinance. On April 14, 2009, the Board instructed Jim Thomas, the inexperienced Airports Director/Airport Manager, to draw up a traffic pattern diagram for Columbia Airport for the Board of Supervisors to vote on which will then be codified in the Tuolumne County Ordinance “Airport Traffic Pattern” Section. To date, that has not taken place and, since July 2009, Columbia Airport has been operating without benefit of any safe, enforceable airport traffic patterns. **In October 2009, Tuolumne County Counsel allowed us to review Jim Thomas’s inaccurate and inadequate proposed Columbia Airport Traffic Pattern diagram which totally eliminates the 4 long-established departure patterns that avoided direct overflight of New Melones Lake** and, instead, depicts an incomplete unsafe airport traffic pattern that will encourage and justify improper miles-long extended approaches and departures directly over New Melones Lake critical infrastructure and our Jackass Hill rugged area. Subsequently, in October 2009, we provided additional information to County Counsel on this subject of Columbia Airport traffic patterns including a traffic pattern depiction which would restore the Columbia Airport traffic pattern diagram prematurely removed from the County Ordinance. No further action has been taken to date.

•4. **CLANDESTINE, CONTRADICTIONARY BEHAVIOR BY TUOLUMNE COUNTY AIRPORT MANAGER:** In 2008, after we met on many occasions with County Counsel Gregory Oliver, Tuolumne County Airport Manager Jim Thomas reluctantly, and with many complications, wrote an *FAA Airports/Facilities Directory* notice which reads: “*avoid overflight...of the Highway 49 Bridge and vicinity*” (*copy attached.*) Despite this FAA published notice, pilots have not complied with this recommendation and continue to routinely overfly New Melones Lake identified infrastructure and its vicinity, including our home, to approach and depart Columbia Airport. Jim Thomas, County Airport Manager, was subsequently instructed to post Maps at both County Airports showing where this area to “avoid” is located. The circle he drew for this area is too small to be

Letter I-19, Continued

Comments

Responses

effective and has also been ignored by pilots using Columbia Airport despite being posted at both County airports because, as stated earlier, conflicting information is being given to pilots. We specifically requested inclusion in the “Highway 49 Bridge avoid circle” of the New Melones campgrounds; Jim Thomas refused to comply with that request; his superiors did not instruct him to do so despite our repeated requests to do so. Pilots are actively told that compliance to “avoid” is voluntary—therefore, they are not avoiding overflight of this area.

Clandestine Contradiction: Prior to the 2-day 2009 Annual Columbia Airport Father’s Day Fly-In (which has, for a number of years, created additional serious overflight noise and safety hazard impacts in this area with its terrifying overflights by “rides for hire” originating at Columbia Airport), **Jim Thomas, Tuolumne County’s only Airport Manager, issued a clandestine NOTAM (FAA Notice to Airmen) instructing all pilots flying to Columbia Airport for the Fly-In, regardless of their point of origin, to fly directly to the Highway 49 Bridge and from there, fly to Columbia Airport (copy attached).** We discovered the NOTAM on the Internet during the Fly-In because there was so much air traffic over the Highway 49 Bridge and our home (and New Melones critical infrastructure). Several days later, we confronted Craig Pedro, Tuolumne County Administrator, with this NOTAM because he had assured us Tuolumne County would advise pilots to avoid the Highway 49 Bridge and its vicinity, which includes our home, especially during this Fly-In. **Craig Pedro denied knowing anything about the NOTAM.** He did tell us that 2 days before the Fly-In, he had discovered a Map on a private internet website on which Jim Thomas, the County Airport Manager, had included a diagram with a line directing all air traffic to the Highway 49 Bridge (and the Visitors Center/Headquarters Complex); we never saw it because Craig Pedro had immediately instructed Jim Thomas to remove that diagram from the website. From all accounts, the diagram matched the NOTAM which Craig Pedro claimed he knew nothing about; **this FAA NOTAM directing all Columbia Airport air traffic to first fly to the Highway 49 Bridge stayed in effect during the entire 2009 Columbia Fly-In.** This clandestine NOTAM directive matches what Jim Thomas has been telling pilots all along: to use the Highway 49 Bridge as a “pattern point/landmark/reporting point” for Columbia Airport. He is unlawfully directing all Columbia airport traffic on unsafe, improper, extended flight paths directly over all of New Melones Lake critical infrastructure and our home in violation of California State Aeronautics Law which requires that all airport traffic patterns must be located completely inside the County legislated Columbia Airport Influence Area boundaries. (*See attached letter by Tuolumne County CDD Director/ALUC Secretary Bev Shane dated October 7, 2007, paragraph 1.*) Additionally, Tuolumne County is precluded, by State Aeronautics Law, from creating airport traffic patterns and repetitive significant overflight impacts above any land/water over which it does not have full land use planning authority. That is clearly the case when it comes to Reclamation’s New Melones Lake property; this RMP/EIS is a Federal land use planning document and its lands and water are not and cannot be located inside the County’s legislated Columbia Airport Influence Area boundaries where land use planning is governed by Tuolumne County’s California State mandated County Airport Land Use Commission.

•5. MORE CLANDESTINE, CONTRADICTIONARY BEHAVIOR BY TUOLUMNE COUNTY AIRPORT MANAGER: Again, while Tuolumne County claims to be “suggesting” to pilots they avoid overflight of the Highway 49 Bridge and its vicinity, we recently discovered that also some time around June 2009, Jim Thomas, County Airport Manager, also, unknown to his superiors and for no reason, to be effective July 2, 2009, notified the FAA to remove from the Columbia Airport section of the *FAA Airports/Facilities Directory*, the long-standing directive that “*high performance aircraft equipped with 250+ hp engines land on Runway 35 and depart on Runway 17*” (a straight-in approach and landing and straight- out take off and departure intended for safety and noise abatement that specifically directs larger general aviation aircraft away from overflight of New Melones Lake and critical infrastructure). Having removed this long-standing

Letter I-19, Continued

Comments

Responses

directive, those noisier heavy-duty aircraft are now encouraged to also fly to and from the Highway 49 Bridge when using Columbia Airport thus adding more severe noise & additional safety hazards to our area. If such a high performance aircraft were to experience engine failure over any of New Melones critical infrastructure, the result would be that the aircraft would plummet down quickly causing devastating damage to Reclamation property and to the lives of all persons on that property. Also, it places high performance 250+ hp aircraft in the same mix with the vast majority of all other smaller aircraft approaching and departing air traffic already flying over rugged unprotected terrain, all flying at varying, uncontrolled altitudes on potential mid-air collision paths without benefit of being able to see Columbia Airport runway on approach and flying an E-W direction, guaranteeing that bright sunlight will always be in the eyes of either the inbound or outbound pilots, compromising their ability to see other aircraft in the sky, significantly adding to the potential for mid-air collision.

IMPROVING “NO-FLY ZONE” ENFORCEMENT CAPABILITY: Based upon many years of first-hand observations from our home of aircraft overflying New Melones Lake and the critical infrastructure, our intimate knowledge of local flying practices, knowledge of the many State and Federal regulations and recommendations applicable to the operation of non-towered (uncontrolled) general aviation recreational airports, like Columbia Airport and its air traffic, and our extensive long-term experience with Tuolumne County officials and County documents pertaining to Columbia Airport operations matters, we sincerely believe the 2009 Draft RMP/EIS, Action TA 13C, infrastructure overflight restricted “no-fly zones,” as shown in Figure 5-14, are too limiting to achieve pilot compliance and practical enforcement ease. Adding a portion of the Lake surface surrounding all identified critical infrastructure, as suggested above, to create a single contiguous “no fly zone” would guarantee achievement of Reclamation’s stated protection goals for both its critical infrastructure and for public health and safety. Due to extremely stringent, and frankly unrealistic, FAA evidence reporting requirements at non-towered airports, for the FAA to prosecute pilots who penetrate airspace over “no-fly zones,” proving overflight above a single larger contiguous area, to include the Lake surface in the concentrated area of all the infrastructure to be protected (as listed on p. E-5 Section 16.4[b]), would be much easier. (See *FAA letter dated August 16, 1996 signed by Thomas C. Accardi attached to our October 29, 2007 Comment letter which discusses FAA prosecution of pilots.*) As currently written in your Draft (p. E-5), the “no-fly zones.” as proposed, cannot be easily enforced because pilots using Columbia Airport who do penetrate any one of the individual “no-fly zones” can too easily claim they were overflying only the unrestricted Lake surface immediately adjacent to the “no fly zone” when, in fact, they were actually overflying the campgrounds or other restricted infrastructure--even though it is impossible, for example, to only overfly the Lake surface and Jackass Hill without also overflying identified critical infrastructure. Without radar tracking capability, the only way to effectively document that a pilot is actually penetrating a “no-fly zone” requires the person doing the photographing, videotaping, or observing and reporting to do so from the land surface directly beneath the “no fly zone” the aircraft is penetrating in order to photograph or video the aircraft’s undercarriage in order to prove it overflew one of the limited restricted areas, as currently diagramed in Draft Figure 5-14. It is much easier to photographically capture (to document and prove) an aircraft overflying a certain portion of the Lake which includes the adjacent critical infrastructure if the Lake surface in that immediate area is also part of a single contiguous “no fly zone” because such broader photographic evidence can then be taken from other locations. (For example, we could easily provide photographic or videotaped evidence that shows aircraft overflying Tuttle town Campground and the adjacent Lake or the Dam and the adjacent Lake from our home that could conclusively prove the pilots were overflying the critical infrastructure to approach or depart Columbia Airport.) Such evidence could then be presented to Tuolumne County administration personnel. If the current inappropriate overflight

Letter I-19, Continued

Comments

Responses

paths now being flown over the critical infrastructure to approach and depart Columbia Airport were to continue as now, Tuolumne County would then be compelled to enact corrective measures in its County Ordinance to prevent its air traffic from overflying the contiguous “no-fly zone” portion of the Lake which includes all identified critical infrastructure. Based upon our personal knowledge of pilot flying practices, most pilots who overfly our area to approach and depart Columbia Airport have no idea where Reclamation’s critical infrastructure is located or where its boundaries are, they often have no idea what altitude above ground level (AGL) they are actually flying because of the extreme short-distance terrain variations here, and many pilots have no idea how many miles from the Airport they are when overflying this area. On our scanner, we have heard inbound pilots overflying our home report they are anywhere from 7 miles to 2 miles from Columbia Airport.) Additional evidence might be needed for the FAA to prosecute an individual pilot who penetrates a “no fly zone,” but, at the present time, it is not occasional, random overflights causing the environmental and safety impacts over New Melones infrastructure but, rather, it is the majority of Columbia Airport’s uncontrolled inbound and outbound air traffic over which Tuolumne County has full legal control. **Given current and expected future continued overflight practices by Columbia Airport’s users, a slightly larger, more enforceable contiguous “no-fly zone” area, to include some of the infrastructure surrounding Lake surface, will make a big difference in terms of actually succeeding in achieving Reclamation’s goals of protecting New Melones critical infrastructure and protecting public health and safety.**

PROBLEMS WITH SEAPLANE ACTIVITY: In addition, after reading the October 2009 Draft RMP/EIS, we have some serious concerns about unrestricted seaplane activities on and over New Melones Lake surface in the areas surrounding Jackass Hill, some of which, especially this past year, have occasionally negatively impacted our home directly, but which also have the potential to destroy Reclamation’s critical infrastructure and harm public health and safety of persons on Reclamation’s New Melones’ property in ways which the Draft RMP/EIS aircraft “restrictions” to avoid direct overflight of identified critical infrastructure do not take into consideration. Because New Melones Lake is easily accessible by car, there is absolutely no need to access the Lake by seaplane. How exactly does Reclamation define “seaplane recreational use?” If this includes flying back and forth repeatedly and landing anywhere, unrestricted, on and over the Lake surface at the varying low altitudes, mingling inbetween many boats, as we have observed from our home (and, at certain altitudes, heard continuously in our home for extended periods of time as they repeatedly fly back and forth), the result is a danger to all boaters using New Melones Lake. And the noise and discomfort of a low-flying seaplane overflying one’s boat, or flying low in close proximity on the Lake surface, cannot be adequately described. While thrill seekers may revel in such activity in their immediate proximity, such seaplane activities (and very low overflights by general aviation aircraft, which we have also observed) pose a direct threat to all nearby persons. Not crashing into boats, into campgrounds, or into other Reclamation infrastructure cannot be guaranteed because accidents are not planned events. Pilots make mistakes all the time, many such mistakes resulting in daily private aircraft-related fatalities and injuries to persons on the ground and in the aircraft and cause major property damage. Draft RMP/EIS wording (p. E-5, Section 16. Aircraft, Subsection 16.3[d]) seeks to prohibit seaplane activities like “pilot training or instruction,” which is certainly very wise. However, this is the only type of seaplane activity we have observed from our home. Knowing there is a seaplane instruction company based in Calaveras County, we do not understand how Reclamation intends to enforce prohibition of seaplane “pilot training or instruction.” Such instruction prohibition is necessary, especially knowing that a former seaplane training company owner/instructor, who extensively advertised seaplane instruction at New Melones Lake, fatally crashed his seaplane, killing himself and a student pilot, while on a training flight at Cherry Lake. Seaplane crash consequences to New Melones critical infrastructure, recreations users and visitors,

I-19-4: Please review the Federal Code of Regulations under 43 CFR Part 423.41, Aircraft.

I-19-5: Under 43 CFR 423.41 (a) You must not takeoff or land an aircraft on Reclamation lands or waterbodies except in special use areas so designated by an authorized official. See 43 CFR 423 Subpart E.

I-19-4

I-19-5

Letter I-19, Continued

Comments

Responses

and neighboring residents in the surrounding hills, including ourselves, would be devastating and potentially fatal, especially during wildfire season, when our entire vulnerable and unprotected rugged hillside area could easily be destroyed due to any aircraft crash and consequent fire.

WIDESPREAD WILDFIRE POTENTIAL FROM OVERFLIGHT CRASH: Our immediate area, including Jackass Hill with only one narrow, serpentine, hillside dead-end road to residences, no municipal water system (only limited yield residential wells), no fire hydrants, and no Tuolumne County firefighting infrastructure within 10+ road miles, is a California State classified “Extreme Wildfire Hazard Area.” Even the Tuolumne County permitted boat storage facility at Reynolds Ferry Road/Highway 49, near Reclamation’s Tuttle town Campground, does not have legally required firefighting infrastructure—the fire hydrant there does not meet legal or realistic requirements for such a commercial facility where fuel is present. It is during wildfire season (about 6 months of each year, with California wildfires increasing annually), that recreational aircraft use of Columbia Airport is at its most intense. Consequently, aircraft overflying Jackass Hill and New Melones critical infrastructure, on cross-traffic mid-air collision paths at uncontrolled altitudes to approach and depart Columbia Airport, is at its most intense and dangerous. These continual cross-traffic overflights can mingle with occasional seaplanes overflying Jackass Hill at varying altitudes, some illegally low, short-cutting across land from the Dam portion of New Melones Lake to the Lake area North of the Highway 49 Bridge. It is during these hot, dry months during wildfire season that all of this continual, sometimes continuous, overflight activity poses the greatest and most serious threat to public health and safety, not only at Reclamation’s New Melones critical infrastructure, but also to neighboring residents in the immediately surrounding area of Jackass Hill, like ourselves. A mid-air collision or an emergency landing attempt by any pilot in our extremely rugged terrain, which does not accommodate any emergency aircraft landing due to lacking any flat land areas, can easily result in an uncontrolled wildfire in our area that cannot be accessed by ground firefighters (as was the case in 2004 when a boater started a fire on the shoreline near New Melones Visitors Center).

CONCLUSION: 1. Aircraft Overflights: To insure public health and safety and the protection of New Melones Lake identified critical infrastructure and the Highway 49 Bridge, because of the improper and ongoing problem of the vast majority of Columbia Airport’s general aviation routine, repetitive, cross-traffic continuing to overfly these areas, despite various ineffective notifications to pilots by Tuolumne County, we strongly urge Reclamation, within the framework of Alternative D, to implement Alternative C, Action TA 13C and to add some “no-fly zone” area over portions of New Melones Lake near the infrastructure. To improve protection of Reclamation’s critical infrastructure and public safety and to improve enforcement of overflight violations by general aviation aircraft pilots in these no-fly zones (continuing to exempt all firefighting, emergency, and military aircraft operations), we urge Reclamation to additionally restrict overflight of not only the New Melones campground areas, the Dam, Visitors Center/Headquarters Complex, and Highway 49 Bridge as proposed in Aircraft Section 16.4(b), but also the Spillway and the Lake surface in that general area. Looking at the 2009 Draft RMP/EIS Figure 5-14 Map (*copy attached*), an overflying aircraft must, by definition, avoid overflight of the Lake surface in that area in order to avoid overflight of the infrastructure which has been identified for “no-fly zone” overflight restriction.

2. Seaplane Activity: Currently, seaplanes do not have a designated area of use on New Melones Lake. An out-of-control seaplane, or seaplane flying at any altitude over the Lake surface, if it experiences sudden engine failure, or if a pilot is distracted, could easily end up crash landing in the campgrounds or hitting a boat. FAA “open water” regulations for aircraft, including seaplanes, in the vicinity of boats on New Melones Lake are inadequate to protect boaters and are not enforceable until too late—after a crash or other seaplane caused accident. The FAA regulations also do not take into consideration the large number of campground users (“*an open air assembly*”

I-19-6: Comment noted.

I-19-6

Letter I-19, Continued

Comments

Responses


I-19-7 *of persons*”), as reported by Reclamation, engaged in a variety of recreational activities in very close proximity to seaplanes overflying the Lake surface. If Reclamation feels strongly about allowing seaplane activity on New Melones Lake, a designated area to protect other recreational users should be assigned, far away from the campgrounds; such area might, for example, be the Lake surface South of New Melones Dam. Because New Melones Lake is easily accessible by car, there is no need to access it by seaplane. Seaplane training should definitely be prohibited on New Melones Lake, as suggested in the Draft sample. We urge implementation of Alternative C, Action TA 12C.

I-19-7: Comment noted. See Figure 3-1.

I-19-8 **3. Shooting & Hunting:** While not discussed above, we strongly urge elimination of any and all activities at New Melones Lake which result in repetitive rifle or gunshot noise. Because of terrain features, acoustics in the area surrounding New Melones Lake are unusual and unpredictable; noise of gunshots (as well as overflying aircraft) is amplified, travels far distances, and is distorted reaching levels that are stressful, even inside neighboring residences. This past year, at various times, we have heard loud repetitive gunshot noises inside our home for extended periods of time which seemed to originate in an area Reclamation currently has designated for hunting—but we heard it during wildfire season which is very frightening to us because target shooting in French Flat started the serious fire in July 2008 which threatened 200+ structures in the area, including our home on Jackass Hill. On more than one occasion, we telephoned to report this gunshot noise to New Melones’ Rangers, who were not able to find anyone by the time they reached the area. In addition to the noise and potential fire hazard of shooting off guns in this area, discharge of firearms for hunting or for any recreational use can be hazardous to persons involved in nearby other recreational uses of New Melones Lake. Tragically, people who use firearms can be careless, uninformed, and inconsiderate, with tragic consequences.

I-19-8: Comment noted.

Sincerely,


Thomas F. and Ingrid Ritz

Enclosures and attachments:

1. Color photograph of New Melones Lake view taken from Ritz Home 3rd floor deck.
2. 2009 Draft RMP/EIS Figure 5-14 Map (with Red X showing location of Ritz Home.)
3. Hodges & Shutt- November 1982 (cover + pp. 5-7) airport study prepared for Tuolumne County.
4. Tuolumne County Ordinance page 18-17 (pre-July 2009) Exhibit “A”-Columbia Airport Referral Area with Traffic Patterns diagram.
5. November 13, 2009 “Noise Sensitive Area” letter to pilots by Craig Pedro, Tuolumne County Administrator, with 3 attachments: FAA Advisory Circular AC No: 91-36D (2 pp.) + 2 “Noise Sensitive Area” Maps by Jim Thomas, Tuolumne County Airports Manager.
6. Color copy of “Noise Sensitive Area” Map by Tuolumne County Airports Manager.
7. 2009 Draft RMP/EIS page E-5, Aircraft Section 16.4.
8. Reclamation “New Melones Reservoir” Map with Columbia Airport Influence Area boundary and documented Traffic Patterns drawn in.
9. Internet copy: “*FAA Airports/Facilities Directory*”-Columbia Airport Section (17Dec09 to 11Feb10).
10. Tuolumne County Ordinance page 18-18 (as of July 2009) Exhibit “A” Columbia Airport Influence Area without former Traffic Patterns diagram.
11. FAA NOTAM for 2009 Columbia Airport Father’s Day Fly-In by Jim Thomas, Tuolumne County Airports Manager (with hand-written notation at top by Ritz).
12. October 7, 2005 Letter by Bev Shane, ALUC Secretary (and Tuolumne County Community Development Department Director), highlighted section explains Columbia Airport Traffic Pattern location and “areas of overflight concern” must be inside legislated Columbia Airport Influence Area boundary.
13. December 30, 2008 RMP/EIS Comment Letter by Thomas & Ingrid Ritz.
14. October 29, 2007 RMP/EIS Comment Letter by Thomas & Ingrid Ritz.

Letter I-19, Continued

Comments

Responses

Ritz:
View of New Melones Lake from our 3rd Floor deck on Jackson Hill, Tuolumne County.

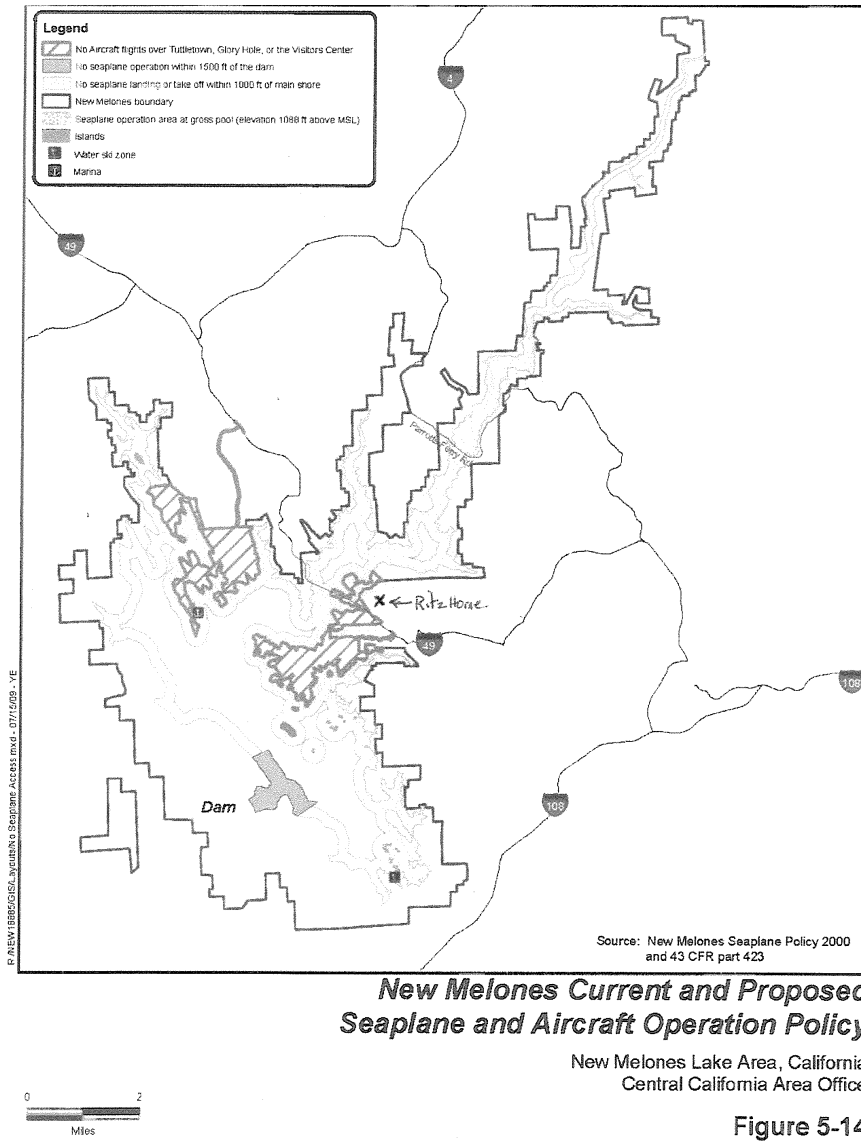


Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses



Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses

HODGES & SHUTT
AVIATION PLANNING SERVICES
2310 Airport Boulevard • Santa Rosa, California 95401 • (707) 526-5010



NOISE CONTOUR UPDATE
COLUMBIA AND PINE MOUNTAIN LAKE AIRPORTS

Prepared for Tuolumne County
Airport Land Use Commission

November 1982

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses

Table 2
AIRCRAFT ACTIVITY DISTRIBUTIONS

COLUMBIA AIRPORT

AIRCRAFT MIX

Aircraft Type	Total Operations	
	Annual	Average Day
Single-Engine Propeller	135,000	370
Twin-Engine Propeller	15,000	41
Business Jet	730	2
Fire Bomber (S-2)	2,000	16 ^{a/}
Total	152,730	

a/ Average day of 4-month fire season.

TIME OF DAY

Aircraft Type	Percent of All Operations		
	Day	Evening	Night
	7:00 a.m. 7:00 p.m.	7:00 p.m. 10:00 p.m.	10:00 p.m. 7:00 a.m.
Single-Engine Propeller	91.5%	7.5%	1.0%
Twin-Engine Propeller	91.5%	7.5%	1.0%
Business Jet	97.0%	3.0%	0.0%
Fire Bomber (S-2)	97.0%	3.0%	0.0%

RUNWAY UTILIZATION

	Percent by Time of Day			
	Landing		Takeoff	
	Runway	Runway	Runway	Runway
	17	35	17	35
<u>Singles & Twins</u>				
Day	90%	10%	90%	10%
Evening	55%	45%	95%	5%
Night	20%	80%	100%	0%
<u>Business Jets & Fire Bombers</u>				
Day	0%	100%	100%	0%
Evening	0%	100%	100%	0%
Night	--	--	--	--

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses

FLIGHT TRACKS

	Percent of Arrivals or Departures								
	South								North
	S1	S2	S3	S4	S5	S6	S7	S8	N1
<u>Arrivals</u>									
Singles & Twins	100%	5%	5%	95%	0%	0%	0%	0%	100%
Business Jets	100%	100%	50%	0%	50%	0%	0%	0%	100%
Fire Bombers	100%	100%	0%	0%	100%	0%	40%	40%	100%
<u>Departures</u>									
Singles & Twins	100%	65%	20%	35%	0%	25%	20%	0%	100%
Business Jets	100%	100%	65%	0%	0%	20%	15%	0%	100%
Fire Bombers	100%	100%	0%	0%	60%	0%	40%	0%	100%

PINE MOUNTAIN LAKE AIRPORT

AIRCRAFT MIX

Aircraft Type	Total Operations	
	Annual	Average Day
Single-Engine Propeller	46,000	126
Twin-Engine Propeller	4,000	11
Total	50,000	

TIME OF DAY

Aircraft Type	Percent of All Operations		
	Day	Evening	Night
	7:00 a.m. - 7:00 p.m.	7:00 p.m. - 10:00 p.m.	10:00 p.m. - 7:00 a.m.
Single-Engine Propeller	93.5%	6.0%	0.5%
Twin-Engine Propeller	93.5%	6.0%	0.5%

RUNWAY UTILIZATION

	Percent by Time of Day			
	Landing		Takeoff	
	Runway 9	Runway 27	Runway 9	Runway 27
<u>Singles</u>				
Day	5%	95%	5%	95%
Evening	50%	50%	5%	95%
Night	95%	5%	5%	95%
<u>Twins</u>				
Day	25%	75%	5%	95%
Evening	60%	40%	5%	95%
Night	95%	5%	5%	95%

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

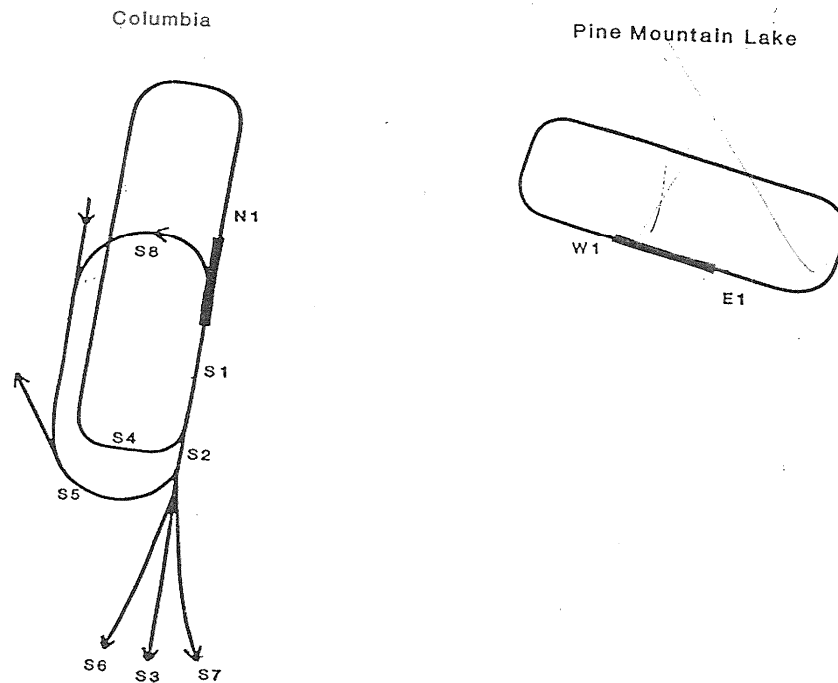
Responses

FLIGHT TRACKS

	<u>Percent of Arrivals or Departures</u>	
	<u>West</u> W1	<u>East</u> E1
<u>Arrivals</u>		
Singles	100%	100%
Twins	100%	100%
<u>Departures</u>		
Singles	100%	100%
Twins	100%	100%

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

FLIGHT TRACKS

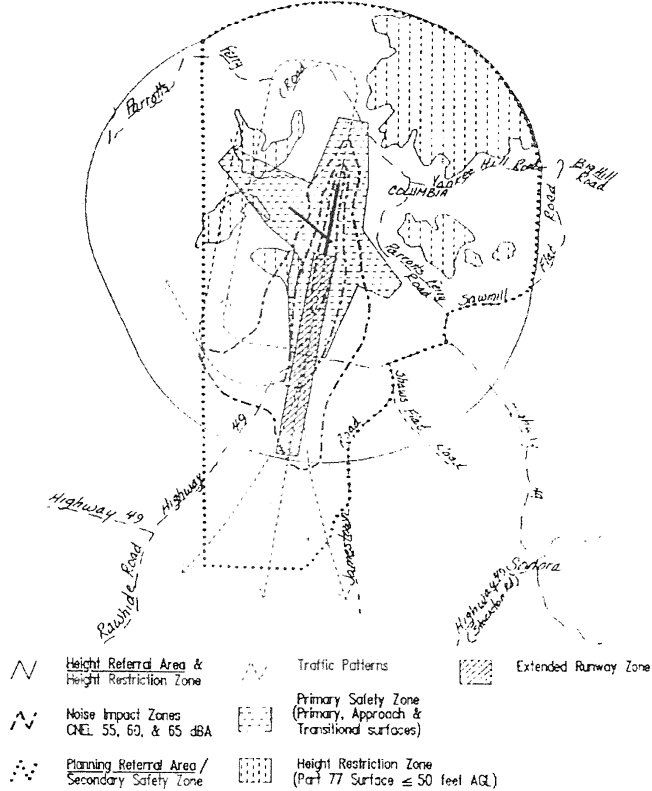


Letter I-19, Continued

Comments

Responses

TUOLUMNE COUNTY ORDINANCE CODE (TCOC)
 (this page and Exhibit "A" removed from TCOC effective July 2009)
 COLUMBIA AIRPORT REFERRAL AREA
 EXHIBIT "A"



NOTE: Anything within the HEIGHT REFERRAL area and the PLANNING REFERRAL area must be referred to ALUC.

REFERRAL AREAS

18-17

SAME TRAFFIC PATTERNS SHOWN ON EXHIBIT "A" IN ACCORDANCE WITH TUOLUMNE COUNTY 1983 ORDINANCE 1285 AND WITH TUOLUMNE COUNTY 1996 ORDINANCE 2141.

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses



County Administrator's Office

Craig L. Pedro
County Administrator

Tuolumne County Administration Center
2 South Green Street
Sonora, CA 95370
Phone (209) 533-5511
Fax (209) 533-5510
www.tuolumnecounty.ca.gov

November 13, 2009

TO: Aircraft Owners, FBO's and PML Airpark Residents
FROM: Craig L. Pedro, County Administrator
SUBJECT: Noise Sensitive Areas

I would like to start by thanking each of you for your contributions to the health, safety and economic vitality of the Columbia and PML Airports. Both airports are important assets to our community and it takes all of us working together to ensure their continuation as the recreational, commercial and public safety hubs they are today.

The purpose of this memorandum is to remind you of the importance of being good neighbors to the communities surrounding the airports. One of the biggest issues that can lead to conflict between airports and the communities that surround them is that of excessive noise caused by aircraft. This issue has proven significant enough throughout the country that the FAA has issued Advisory Circulars on this topic. Please see the most recent of such circulars, AC No. 91-36D and the voluntary flight practices aimed at reducing noise related concerns near airports and other noise sensitive areas. Why should pilots care and follow such practices? I believe the following sentence found in the attached circular sums this up well:

"Adherence to these practices is a practical indication of pilot concern for the environment, which will build support for aviation and alleviate the need for any additional statutory or regulatory actions."

Consistent with this circular, the County of Tuolumne has established noise sensitive areas in the vicinity of both of the Columbia and PML Airports. Please see the attached noise sensitive area maps for both airports. It is the County's request that you familiarize yourself with these noise sensitive areas and attempt to avoid them altogether as well as exercise good noise mitigation flight practices in general.

Ignored by pilots!

Thanks again for your contributions to our airports and your cooperation in being good neighbors to the communities surrounding them. By doing so, you will be helping to build support for aviation in our County.

Questions and/or clarifications with respect to the County's noise sensitive areas and noise mitigation best practices should be directed to Airport Manager Jim Thomas at 533-5685.

...serving the Board of Supervisors, departments, and the community as good stewards of the County's fiscal and human resources through collaborative, professional and ethical leadership.

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses



U.S. Department
of Transportation

Federal Aviation
Administration

ADVISORY CIRCULAR

Subject: VISUAL FLIGHT RULES (VFR) FLIGHT NEAR NOISE-SENSITIVE AREAS **Date:** September 17, 2004 **AC No:** 91-36D

Initiated by: ATO-R

1. **PURPOSE.** This Advisory Circular (AC) encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths that will reduce aircraft noise in such areas.
2. **EFFECTIVE DATE.** This advisory circular is effective on September 17, 2004.
3. **CANCELLATION.** Advisory Circular 91-36C, Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas, dated October 19, 1984, is cancelled.
4. **AUTHORITY.** The FAA has authority to formulate policy regarding use of the navigable airspace (Title 49 United States Code, Section 40103).
5. **EXPLANATION OF CHANGES.** This AC has been updated to include a definition of "noise-sensitive" area and add references to Public Law 100-91; the FAA Noise Policy for Management of Airspace Over Federally Managed Lands, dated November 1996; and the National Parks Air Tour Management Act of 2000, with other minor wording changes.
6. **BACKGROUND.**
 - a. Excessive aircraft noise can result in annoyance, inconvenience, or interference with the uses and enjoyment of property, and can adversely affect wildlife. It is particularly undesirable in areas where it interferes with normal activities associated with the area's use, including residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute. Moreover, the FAA recognizes that there are locations in National Parks and other federally managed areas that have unique noise-sensitive values. The Noise Policy for Management of Airspace Over Federally Managed Areas, issued November 8, 1996, states that it is the policy of the FAA in its management of the navigable airspace over these locations to exercise leadership in achieving an appropriate balance between efficiency, technological practicability, and environmental concerns, while maintaining the highest level of safety.
 - b. The Federal Aviation Administration (FAA) receives complaints concerning low flying aircraft over noise sensitive areas such as National Parks, National Wildlife Refuges, Waterfowl Production Areas and Wilderness Areas. Congress addressed aircraft flights over Grand Canyon National Park in Public Law 100-91 and commercial air tour operations over other units of the National Park System (and tribal lands within or abutting such units) in the National Parks Air Tour Management Act of 2000.
 - c. Increased emphasis on improving the quality of the environment requires a continuing effort to provide relief and protection from low flying aircraft noise.
 - d. Potential noise impacts to noise-sensitive areas from low altitude aircraft flights can also be addressed

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued**Comments****Responses**

through application of the voluntary practices set forth in this AC. Adherence to these practices is a practical indication of pilot concern for the environment, which will build support for aviation and alleviate the need for any additional statutory or regulatory actions.

7. DEFINITION. For the purposes of this AC, an area is “noise-sensitive” if noise interferes with normal activities associated with the area’s use. Examples of noise-sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.

8. VOLUNTARY PRACTICES.

a. Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes.

b. Pilots operating noise producing aircraft (fixed-wing, rotary-wing and hot air balloons) over noise-sensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting. For the purpose of this AC, the ground level of noise-sensitive areas is defined to include the highest terrain within 2,000 feet AGL laterally of the route of flight, or the uppermost rim of a canyon or valley. The intent of the 2,000 feet AGL recommendation is to reduce potential interference with wildlife and complaints of noise disturbances caused by low flying aircraft over noise-sensitive areas.

c. Departure from or arrival to an airport, climb after take-off, and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise-sensitive areas.

d. This advisory does not apply where it would conflict with Federal Aviation Regulations, air traffic control clearances or instructions, or where an altitude of less than 2,000 feet AGL is considered necessary by a pilot to operate safely.

9. COOPERATIVE ACTIONS. Aircraft operators, aviation associations, airport managers, and others are asked to assist in voluntary compliance with this AC by publicizing it and distributing information regarding known noise-sensitive areas.

Signed

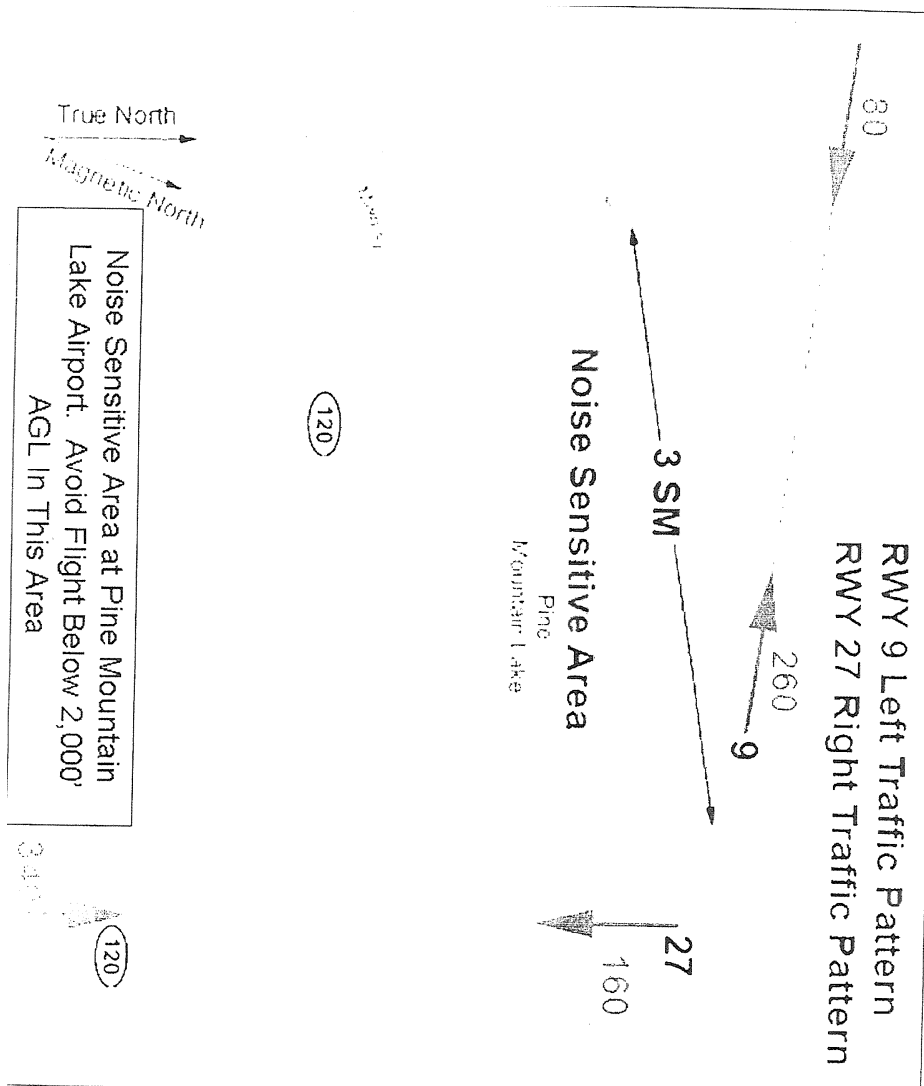
Sabra W. Kaulia
Director of System Operations & Safety

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses

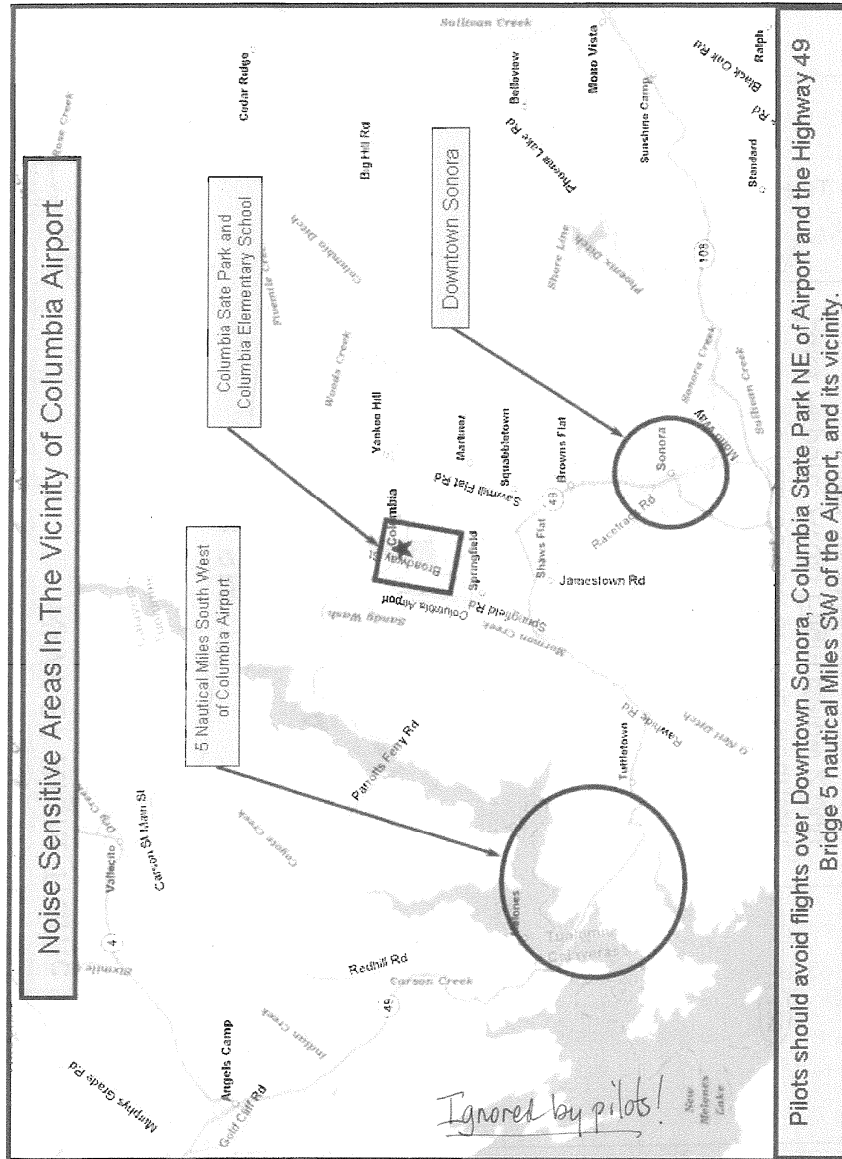


Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses



Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses

RECLAMATION

Managing Water in the West

U.S. Department of the Interior
Bureau of Reclamation

New Melones Lake Policy (cont'd)

Section 13. Sanitation

13.1 Salvaging items or materials from refuse containers is not permitted.

Section 14. Gold Panning and Dredging

14.1 Commercial gold panning and dredging (including commercial tours) is not permitted. Recreational, by-hand gold panning by individuals is permitted except in closed areas, provided that the activity does not create or accelerate turbidity, bank erosion, or damage natural or cultural resources. Recreational dredging is permitted, except in closed areas, with a valid dredge permit from the Department of Fish and Game. Dredging must be in streams above the current pool level of New Melones Lake and must use a dredge nozzle no greater than 6" in diameter. All panning or dredging must be done within the water of an active stream/river. Digging in the banks or nearby areas is not allowed.

Section 15. Lost and Found

15.1 Items found on project lands or waters shall be brought to the Park Administration Office and processed according to lost and found procedures.

Section 16. Aircraft

16.1 Parasailing, paragliding, and hang gliding are not permitted.

16.2 The airstrip located on the north side of the California Department of Forestry's Baseline Conservation Camp is designated as a Special Use Area for flying radio-controlled model aircraft. Model aircraft may be operated only in this location and only in accordance with rules established as a part of the license to use this area.

16.3 Seaplane use is permitted at New Melones Lake with the following restrictions:

- (a) Seaplanes may not be operated from 1 hour after sunset to 1 hour before sunrise. Overnight moorage is permitted in developed marinas only.
- (b) Seaplane operation is prohibited within 1,500 feet of New Melones Dam and within 500 feet of a beach frequented by bathers or other recreationists.
- (c) Landings and takeoffs will be permitted only on water at least 1000 feet from any shoreline.
- (d) The operation of seaplanes for other than recreational purposes (e.g. pilot training or instruction) is prohibited.
- (e) Seaplanes, except during takeoff and landing, will abide by the California Boating Law in their movement on the lake.

✓ 16.4 Airplane overflights at New Melones Lake are permitted with the following restrictions:

- (a) Aircraft must maintain a minimum of 500 feet of altitude above any land or water, except when a seaplane is landing or taking off.
- (b) Aircraft must not fly directly over the dam, the Highway 49 Bridge and Administration area, Tuttletown Recreation Area or Glory Hole Recreation Area.

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued

Comments

Responses

FAA AIRPORTS/FACILITIES DIRECTORY
(FROM FAA INTERNET WEBSITE)

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

86

CALIFORNIA

NEW COALINGA MUNI (C88) 3 E UTS-8(-7DT) N36°09.79'W120°17.63' SAN FRANCISCO H 46, L-3C

622 B FUEL 100LL TPA-1622(1000) NOTAM FILE RIU

RWY 12-36: H500X100 (ASPH) S-30 MIRL

RWY 12: REIL. PAPI(P2L)-GA 3.0° TCH 40'

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

RWY 01-19: 2500X60 (ASPH-GRVL) S-12.5

RWY 19: Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 01-19 avbl for daytime use only. Rwy 01-19 restricted by arpt management to acct under 6000 lbs single wheel. Rwy 01-19 surface oil treated. Rwy 01-19 is in poor condition, asphalt-gravel cracked in places with small potholes, rocks and loose gravel. ACTIVATE MIRL Rwy 12-30. Perimeter lgts Rwy H1, PAPI Rwy 12 and Rwy 30, REIL Rwy 12 and Rwy 30 on dusk -0800Z after 0800Z-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (559) 935-5960.

COMMUNICATIONS: CTAF/UNICOM 122.7

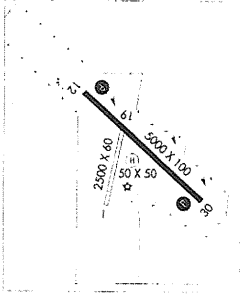
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

PASO ROBLES (L) VORTACW 114.3 PRB Chan 90
N35°40.35'W120°37.60' 013° 33.6 NM to fld. 817/16E.

HIWAS

HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lgts.



COLUMBIA (O22) 1 SW UTC-8(-7DT) N38°01.83'W120°24.87' SAN FRANCISCO L-33 IAP

2118 B S4 FUEL 100LL JET A OX 2, 4 TPA-3118(1000) NOTAM FILE RIU

RWY 17-35: H4670X75 (ASPH) S-30 MIRL 1.0% up N

RWY 17: REIL. VASI(V2L)-GA 4.55° TCH 55'. Thid dsplcd 597'.

Ground. Rgt tfc.

RWY 35: REIL. VASI(V2L)-GA 4.0° TCH 41'. Thid dsplcd 384'. Trees.

RWY 11-29: 2600X100 (TURF)

RWY 11: Trees. Rgt tfc. RWY 29: Trees.

AIRPORT REMARKS: Attended 1600-0100Z. CAUTION: Rwy 11 departures prohibited due to conflict with main rwy. Varying wind direction and velocity may be encountered at mid point of Rwy 17-35 due to terrain features and wind flow patterns. Rwy 29 not recommended for use during winter months Nov through Mar. Turf twy north side of Rwy 11-29 not recommended for use Nav-Mar. Ultralight activity on arpt, southwest tfc pattern altitude 500' below standard arpt tfc pattern to Rwy 29. Ultralights to opr west of Rwy 35. All jet acct are requested to land Rwy 35 and depart Rwy 17 wind and weather permitting. Arpt has two rotating beacons, one on the arpt and one 6500' SE threshold Rwy 35. Forestry Air Tanker ops from arpt during summer fire season. Ldg fee for all commercial operators regardless of size and corporate acct over 12,500 pounds gross tdg weight. Avoid flights over Columbia State Park NE of arpt, and Highway 49 bridge 5 NM southwest of arpt and vicinity. Helicopter parking area 300' by 120' (3 positions). Rwy 35 VASI unusable byd 5' left and 5' right of rwy centerline. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17 and Rwy 35-CTAF. VASI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 124.65 (209) 536-9384.

COMMUNICATIONS: CTAF/UNICOM 122.975

NORCAL APP/DEP COM 123.7 (North) 125.1 (West)

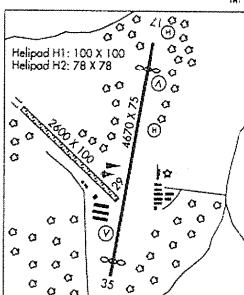
OAKLAND CENTER APP/DEP COM 126.85 (East)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48'W121°00.23' 078° 28.1 NM to fld. 260/17E.

HELIPAD H1: H100X100 (ASPH)

HELIPAD H2: H78X78 (ASPH)



Ignored by pilots!

Letter I-19, Continued

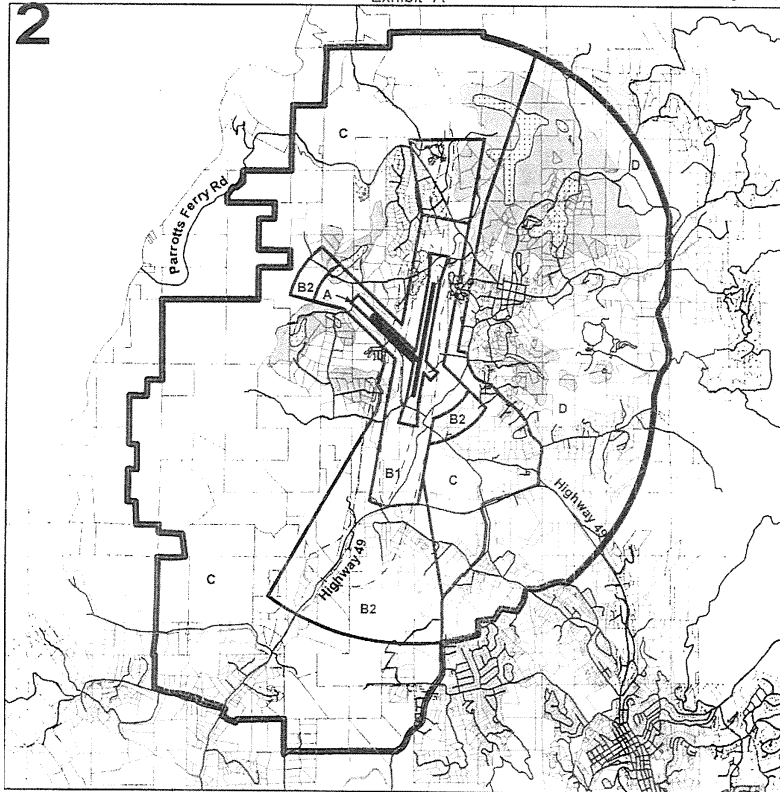
Comments

Responses

*Tuolumne County Ordinance Code (TCOC)
(new page: effective July 2009)*

Influence Areas
Columbia Airport
Exhibit "A"

*removed Columbia Airport
traffic pattern diagram that
had been in TCOC since 1983.*



- | | |
|--|---|
| A Runway Protection Zone | Critical Height Zone Overlay |
| B1 Approach - Departure Zone | Height Caution Zone Overlay |
| B2 Extended Approach - Departure Zone | Noise Impact Zones
CNEL 55, 60, & 65 dBa |
| C Common Traffic Pattern Zone | Runway |
| D Other Airport Environs | Roads |

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued**Comments****Responses**

✓ *FAA NOTAM issued and written by Jim Thomas, Tuolumne County Airport Manager instructing pilots to fly to the "Highway 49 Bridge" (on p. 2) - contradicting "avoid area" notice*

COLUMBIA, CA (O22) FATHER'S DAY FLY-IN

Columbia Airport
June 20 and 21, 2009

THESE PROCEDURES ARE VALID DURING THE TIME THE TEMPORARY TOWER IS OPERATIONAL. THE HOURS WILL BE:

Saturday, June 20: 0800 to 1600 Local
Sunday, June 21 0900 to 1600 Local

AIRPORT CLOSURE

The airport will be closed both Saturday and Sunday between 1200 and 1500 local for flight demonstrations.

COMMUNICATIONS

AWOS – 124.65 (209-536-9384)
NOR CAL Approach/Departure Control – 123.85
Columbia Tower – 127.9
Columbia Ground Control – 121.05
Columbia Unicom – 122.975
Rancho Radio – 122.3

GENERAL INFORMATION

Avoid flight below 2,000 AGL over the following:

- Columbia State Park directly east of the airport
- Downtown Sonora
- The Highway 49 bridge across the New Melones Reservoir

Runway 11/29 (the grass runway) will be closed from 1200 Local on June 19 through 1200 Local on June 22 for airshow.

Runway 17 is the preferred runway, weather permitting. Runway 17 is right traffic.

Traffic Pattern altitude is 3,100 feet MSL.

Airport elevation is 2,118 feet.

"Warbird" aircraft may be instructed to fly an overhead approach. Traffic pattern altitude is 3,600 feet MSL. A fly-by on the first approach may be approved, traffic permitting.

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.

Letter I-19, Continued**Comments****Responses**

Arriving IFR aircraft should expect a visual approach to the airport and may be instructed to enter the traffic pattern.

VFR Reporting and Holding Points (refer to SFO Sectional Chart):

1. Over the lake on the north side of the Highway 49 Bridge located four NM southwest of the airport
2. Over the Parrott's Ferry Bridge located two NM west of the airport

Keep your spacing when following other aircraft. Although this is a "fly-in", ATC is not relieved of minimum separation standards for this event. ATC is required to maintain at least 3000 feet runway separation between successive single-engine light aircraft arrivals.

ARRIVAL PROCEDURES

Monitor the AWOS then contact the tower no closer than 10 miles from the airport and advise that you have the numbers. Proceed to the Melones reservoir, then to the north side of the Highway 49 Bridge. Descend to traffic pattern altitude and enter right traffic for Runway 17 or left traffic for runway 35. Aircraft arriving from the north or east may be given alternate instructions depending on traffic.

RUNWAY EXITING

Unless otherwise instructed by ATC, plan to turn off the runway to the west at the windsock for parking in the grass area. DO NOT STOP. Airshow personnel in orange vests will assist with parking once clear of the runway. Warbird and show aircraft plan to exit on the east side of the runway for parking in the main show area. Further information is available on the Fly-In website: www.fathersdayflyin.com

DEPARTURES

Monitor the AWOS. Contact ground control when you are number one at the exit point for your parking area and advise that you have the numbers. Advise the tower your direction of flight when number one at the runway.

Pilots departing IFR must contact Ground Control to obtain their IFR clearance. This should be done prior to engine start. Do not call NorCal Approach. O22 tower will obtain your IFR release.

Attachment to Letter I-19. Not a comment letter on the New Melones Lake Area Draft RMP/EIS.