Las Vegas Metroplex Section 106 Consultation

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

- Evenly-Spaced Grid Centroid Exposed to a DNL 40 to 60 dB with a DNL 5 dB Increase
- Area of Potential Effect
- General Study Area Boundary
- Study Airports
- US and Interstate Highways
- State Boundary
- Water

General Study Area Counties
- Arizona Counties
- California Counties
- Nevada Counties

Notes:
KHND Henderson Executive Airport
KLAS Mc Carran International Airport
KLAV Nellis Air Force Base
KVGT North Las Vegas Airport


Las Vegas METROPLEX EA
Attachment B: 12/12/19 Email from NPS National Trails Office to Augustín Moses at the FAA
From: Moses, Augustin (FAA)
To: Basic, Catherine (FAA); Bjornson, Hans (FAA); Cuddy, Thomas (FAA); Mayhugh, Bradley R (FAA)
Subject: FW: [EXTERNAL] Las Vegas Meroplex
Date: Thursday, December 12, 2019 1:57:05 PM
Attachments: image001.png

FYI

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

Dear Mr. Moses,

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

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

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

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

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

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

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

Dear Mr. Jensen:

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

Please call me if you have any questions.

Thanks,

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

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

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--
Jill Jensen
Archaeologist
National Trails
National Park Service

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

Phone: 801-741-1012 ext 115
Cell: 505-819-9298
Fax: 801-741-1102

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

Working with you to protect, develop, and promote National Historic Trails.
Las Vegas Metroplex Section 106 Consultation

Attachment C: Figure of Revised APE with Location of Air Mail Arrow Identified
Las Vegas Metroplex Section 106 Consultation

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

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

1 FAA policy for implementing the National Environmental Policy Act defines a “significant” noise increase as an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Exhibit 4-1 (significance threshold for Noise and Noise-Compatible Land Use environmental impact category).
In early December, 2019, I received the coordinates for the APE from Timothy Swing, AICP, of ATAC Corporation, the FAA’s contractor supporting the Las Vegas Metroplex project. With that information, I accessed the Restricted Nevada Cultural Resources Information System (NVCRIS) to identify cultural resources in the APE and assess the potential for the modeled increases in aircraft noise exposure from the Project to affect cultural resources in the area.

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

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

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

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

A number of the sites examined in the area were determined ‘not eligible’ even under criterion D, as they are unlikely to yield any more information than they already have. Nevertheless, it is clear the area is rich in archaeological resources. Any assessment of effects in the APE should assume that potentially eligible sites are present.
To understand the historic context of the area and the trends that have affected the region I opened and reviewed the site forms for all sites in the APE identified as eligible. Additionally, I reviewed a random sample of the site forms for sites listed as ‘unevaluated’ or ‘ineligible.’ Archaeological sites in the APE include both historic and prehistoric occupations. The valley was a known source in prehistory for naturally occurring obsidian nodules. Obsidian was a prized geologic material for making knife blades, and many of the sites are associated with the collection and use of obsidian. Many of the sites in the area are simply scatters of byproduct from the production of stone tools (a.k.a. lithic scatters, e.g. CK4043). One large site in the center of the APE (CK7226) is a historic site comprised of scatters of early 20th century domestic debris. These sites were all surface finds, as there is little soil deposition in the area. Many of the sites, such as CK4043, have been affected by alluvial wash which has eroded artifacts out of context. Many sites reviewed are listed as not eligible, and the projects associated with their assessment proceeded with a finding of no historic properties affected.

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

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

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

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

This assessment has been conducted by myself, Thomas Cuddy. I meet the Secretary of Interior's professional qualification standards for cultural resources and historic preservation, and have held the positions of Federal Preservation Officer (FPO) and National Tribal Consultation Official for the FAA. All records associated with this assessment reside with me, or on the NVCRIS website. If there are any questions about this assessment and its conclusions, please feel free to contact me at 202-267-5869 or thomas.cuddy@faa.gov.
Las Vegas Metroplex Section 106 Consultation

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

NOTE: The addressee list is included at the end of this attachment.
July 13, 2017

CERTIFIED MAIL

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

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

Dear Superintendent Youngbear,

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

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

Background on FAA’s Metroplex Program

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

The airports included in the Las Vegas Metroplex are McCarran International Airport, Henderson Executive Airport, North Las Vegas Airport, and Nellis Air Force Base. The extent of the environmental impact study area for the Las Vegas Metroplex will be defined by changes to aircraft flight paths that occur up to 10,000 feet (ft) above ground level (AGL). This equates to an approximately 70-mile radius around Las Vegas. Additionally, areas of special
consideration, such as traditional cultural properties, will be studied where flight path changes occur below 18,000 ft AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft AGL, may occur as part of Las Vegas Metroplex in an approximately 200-mile radius around Las Vegas, but these changes are generally eliminated from the environmental study area.

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

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

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

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

Confidentiality
We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and means to ensure that the confidentiality of such information is maintained.
If you would like to discuss the Project further at this time, please contact Janelle Cass at (425) 203-4533 or email at Janelle.Cass@faa.gov to arrange a meeting.

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

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

Sincerely,

[Signature]

Dennis E. Roberts
Regional Administrator
Kellie Youngbear
Superintendent
Bureau of Indian Affairs
P.O. Box 720
St. George, UT 84771

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Havasu Lake, CA 92363

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Fort Yuma-Quechan Tribe
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Yuma, AZ 85366

Mannual Savala
Kaibab Paiute Tribe
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Richard Arnold  
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Ernest Jones Sr.  
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530 E. Merritt  
Prescott, AZ 86301
Las Vegas Metroplex Section 106 Consultation

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

NOTE: The recipient list is included at the end of this attachment.
September 17, 2018

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

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

Dear Chairperson Woods:

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

In accordance with regulations of the Council on Environmental Quality implementing the National Environmental Policy Act (NEPA), the FAA is preparing an Environmental Assessment (EA) to consider the potential impacts of the implementation of the LAS Metroplex project in Clark County, Nevada and the surrounding areas (see enclosed information regarding the EA). The extent of the environmental study area for the Las Vegas Metroplex will be defined by changes to aircraft flight paths that occur up to 10,000 feet (ft) above ground level (AGL) (see enclosed map of the General Study Area). This equates to an approximately 60-100 mile radius around Las Vegas. Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts—these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties)—will be studied where flight path changes occur below 18,000 ft AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft...
AGL, may occur as part of the LAS Metroplex project in an approximately 200-mile radius around Las Vegas, but such changes generally are not included in the environmental study area.

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

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

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

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

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

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

[Signature]

Dennis E. Roberts
Regional Administrator

Enclosures
Tribal Government-to-Government Project Consultation Options Form
Information Regarding the FAA’s Preparation of an Environmental Assessment for the LAS Metroplex Project
Map of General Study Area
Tribal Government-to-Government Project Consultation Options Form

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

Project Name: Las Vegas Metroplex

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

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

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

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

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

______________________________________________  _______________ ________
Tribal Leader (Please print)       Telephone

______________________________________________  _______________ ________
Tribal Leader (Signature)       Date

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

_______________________________________________  ______________ __
Name of Formal Tribal Representative (Please print)       Telephone

_______________________________________________  ______________ __
Name of Formal Tribal Representative (Signature)       Date

Tribal Contact information:

Phone: ________________________________
Fax: ________________________________
e-mail: ________________________________
Other (please describe): ________________________________

Please mail, email, or fax Response Form

ATTENTION: Augustin Moses Mail: Air Traffic Organization
Phone:    (206) 231-2218           Fax:           (206) 231-2175
E-mail     Augustin.Moses@faa.gov.    2200 S. 216th St.
            Des Moines, WA 98198-6547
SUMMARY: The FAA intends to prepare an Environmental Assessment (EA) for flight procedure optimization at airports located in Clark County, Nevada (the “Las Vegas Metroplex” or “LAS Metroplex”). These airports, referred to as the EA Study Airports include - McCarran International Airport (LAS), Henderson Executive Airport (HND), and North Las Vegas Airport (VGT). The EA process will be conducted pursuant to the National Environmental Policy Act of 1969 and the implementing Regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508.

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

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

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

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

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

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

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

PUBLIC WORKSHOPS:
The FAA intends to hold public workshops following publication of the Draft EA. The FAA will provide public notice of the public workshops and the availability of the Draft EA at a future date.
FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, Western Service Center, Operations Support Group, Attn: Mr. Augustin Moses, 2200 S. 216th St. Des Moines, WA 98198-6547. E-mail: 9-las-metroplex-ea@faa.gov
### A.2.2.4 List of Receiving Parties

#### Email Recipients

<table>
<thead>
<tr>
<th>The Hon. Rodney Mike</th>
<th>The Hon. Judy Rojo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duckwater Shoshone Tribe</td>
<td>Winnemucca Tribe</td>
</tr>
<tr>
<td>P.O. Box 140068</td>
<td>595 Humboldt St.</td>
</tr>
<tr>
<td>Duckwater, NV 89314</td>
<td>Reno, NV 89509</td>
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<tr>
<th>The Hon. Benny Tso</th>
<th>The Hon. Sherry Cordova</th>
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<tr>
<td>Las Vegas Paiute Tribe</td>
<td>Cocopah Indian Tribe</td>
</tr>
<tr>
<td>1 Paiute Dr.</td>
<td>14515 S. Veterans Dr</td>
</tr>
<tr>
<td>Las Vegas, NV 89106</td>
<td>Somerton, AZ 85350</td>
</tr>
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<table>
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<tr>
<th>The Hon. Greg Anderson</th>
<th>The Hon. Timothy Nuvangyaoma</th>
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<tr>
<td>Moapa Band of Paiutes</td>
<td>Hopi Tribe</td>
</tr>
<tr>
<td>P.O. Box 340</td>
<td>P.O. Box 158</td>
</tr>
<tr>
<td>Moapa, NV 89025</td>
<td>Kykotsmovi Village, AZ 86039</td>
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<tr>
<th>The Hon. Len George</th>
<th>The Hon. Damon Clarke</th>
</tr>
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<tr>
<td>Paiute-Shoshone Tribe</td>
<td>Hualapai Tribe</td>
</tr>
<tr>
<td>565 Rio Vista Rd.</td>
<td>P.O. Box 179</td>
</tr>
<tr>
<td>Fallon, NV 89424</td>
<td>Peach Springs, AZ 86434</td>
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<tr>
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<th>The Hon. Ona Segundo</th>
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<tr>
<td>Reno-Sparks Indian Colony</td>
<td>Kaibab Band of Paiutes</td>
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<tr>
<td>34 Reservation Road</td>
<td>1 North Pipe Spring Rd.</td>
</tr>
<tr>
<td>Reno, NV 89502</td>
<td>Fredonia, AZ 86022</td>
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<tr>
<th>The Hon. Ted Howard</th>
<th>The Hon. Charles Woods</th>
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<tr>
<td>Shoshone-Paiute Tribes of Duck Valley</td>
<td>Chemehuevi Indian Tribe</td>
</tr>
<tr>
<td>P.O. Box 219</td>
<td>P.O. Box 1976</td>
</tr>
<tr>
<td>Owyhee, NV 89832</td>
<td>Havasu Lake, CA 92363</td>
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<th>The Hon. Randi Desoto</th>
<th>The Hon. George Gholson</th>
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<tr>
<td>1001 N. Rock Boulevard</td>
<td>621 W. Line St., Suite 109</td>
</tr>
<tr>
<td>Sparks, NV 89431</td>
<td>Bishop, CA 93514</td>
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<tr>
<th>The Hon. Amber Torres</th>
<th>The Hon. Thomas Tortez</th>
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<td>Walker River Paiute Tribe</td>
<td>Torres Martinez Desert Cahuilla Indians</td>
</tr>
<tr>
<td>P.O. Box 220</td>
<td>P.O. Box 1160</td>
</tr>
<tr>
<td>Schurz, NV 89427</td>
<td>Thermal, CA 92274</td>
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<table>
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<tr>
<th>The Hon. Neil Mortimer</th>
<th>The Hon. Darrell Mike</th>
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<tr>
<td>Washoe Tribe</td>
<td>Twenty-Nine Palms Band of Mission Indians</td>
</tr>
<tr>
<td>919 Hwy. 395 S.</td>
<td>46-200 Harrison Pl.</td>
</tr>
<tr>
<td>Gardnerville, NV 89410</td>
<td>Coachella, CA 92236</td>
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### Postal Mail Recipients

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<tr>
<td>The Hon. Dennis Patch</td>
<td>Colorado River Indian Tribes</td>
<td>26600 Mohave Rd., Parker, AZ 85344</td>
</tr>
<tr>
<td>The Hon. Mike Jackson</td>
<td>Fort Yuma-Quechan Tribe</td>
<td>P.O. Box 1899, Yuma, AZ 85366</td>
</tr>
<tr>
<td>The Hon. Ernest Jones, Sr.</td>
<td>Yavapai-Prescott Indian Tribe</td>
<td>530 E. Merritt St., Prescott, AZ 86301</td>
</tr>
<tr>
<td>The Hon. Timothy Williams</td>
<td>Fort Mojave Indian Tribe</td>
<td>500 Merriman St., Needles, CA 92363</td>
</tr>
<tr>
<td>The Hon. Delaine Spilsbury</td>
<td>Ely Shoshone Tribe</td>
<td>16 Shoshone Circle, Ely, NV 89301</td>
</tr>
<tr>
<td>The Hon. Brad Crutcher</td>
<td>Fort McDermitt Paiute and Shoshone Tribes</td>
<td>P.O. Box 457, McDermitt, NV 89421</td>
</tr>
<tr>
<td>The Hon. Victor Mann</td>
<td>Lovelock Tribe</td>
<td>P.O. Box 878, Lovelock, NV 89419</td>
</tr>
<tr>
<td>The Hon. Richard Arnold</td>
<td>Pahrump Paiute Tribe</td>
<td>P.O. Box 3411, Pahrump, NV 89041</td>
</tr>
<tr>
<td>The Hon. Vinton Hawley</td>
<td>Pyramid Lake Paiute Tribe</td>
<td>P.O. Box 256, Nixon, NV 89424</td>
</tr>
<tr>
<td>The Hon. Alice Tybo</td>
<td>Te-Moak Tribe of Western Shoshone of Nevada</td>
<td>525 Sunset Street, Elko, NV 89801</td>
</tr>
<tr>
<td>The Hon. Laurie Thom</td>
<td>Yerington Paiute Tribe</td>
<td>171 Campbell Lane, Yerington, NV 89447</td>
</tr>
<tr>
<td>The Hon. Ronnie Snooks</td>
<td>Yomba Shoshone Tribe</td>
<td>HC61, Box 6275, Austin, NV 89310</td>
</tr>
<tr>
<td>The Hon. Merton Bow</td>
<td>Cedar Band of Paiute Indians</td>
<td>P.O. Box 235, Cedar City, UT 84721</td>
</tr>
<tr>
<td>The Hon. Jeanine Borchard</td>
<td>Indian Peaks Band of Paiute Indians</td>
<td>P.O. Box 2062, Cedar City, UT 84721</td>
</tr>
<tr>
<td>The Hon. Corrina Bow</td>
<td>Kanosh Band of Paiute Indians</td>
<td>P.O. Box 116, Kanosh, UT 84637</td>
</tr>
<tr>
<td>The Hon. LaTosha Mayo</td>
<td>Kooshare Band of Paiute Indians</td>
<td>P.O. Box 205, Richfield, UT 84701</td>
</tr>
<tr>
<td>The Hon. Patrick Charles</td>
<td>Shivwits Band of Paiute Indians</td>
<td>6060 West 3650 North, Ivins, UT 84738</td>
</tr>
</tbody>
</table>
NOTE: This letter was sent to the THPOs for the following tribes: Pyramid Lake Paiute Tribe, Reno-Sparks Indian Colony, Washoe Tribe, Colorado River Indian Tribes, Hualapai Tribe, Timbisha Shoshone Tribe, and Twenty-Nine Palms Band of Mission Indians.
October 25, 2018

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

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

Dear Mr. Bungart,

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

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

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

- McCarran International Airport (LAS)
- Henderson Executive Airport (HND)
- North Las Vegas Airport (VGT)
The General Study Area was delineated using flight paths identified with radar data. The General Study Area boundary represents the area where arriving aircraft cross 2010 Census tract boundaries at 7,000 feet above ground level (AGL) and departing aircraft cross at 10,000 feet AGL.

**Proposed Area of Potential Effects**

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

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

**Proposed Methodology for Determination of Adverse Effects**

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

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

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

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB
If a reportable or significant increase in noise is detected, the FAA would consider further whether the increase would result in an adverse effect on historic properties. Historic properties at points showing such an increase would be identified as potentially-affected properties.

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

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

Sincerely

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

Attachments:
Table 1 – NRHP-Listed Properties in the Proposed Area of Potential Effects – LAS Metroplex Project  
Exhibit 1 – Proposed Area of Potential Effects
<table>
<thead>
<tr>
<th>NRHP Reference</th>
<th>Name</th>
<th>Address</th>
<th>County</th>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>01000905</td>
<td>Hardyville Cemetery</td>
<td>1776 AZ 95</td>
<td>Mohave</td>
<td>Bullhead City</td>
<td>ARIZONA</td>
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<tr>
<td>88001676</td>
<td>Old Trails Bridge</td>
<td>Abandoned US 66 over the Colorado River</td>
<td>Mohave</td>
<td>Topock</td>
<td>ARIZONA</td>
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<tr>
<td>84000781</td>
<td>Willow Beach Gauging Station</td>
<td>Lake Mead National Recreation Area</td>
<td>Mohave</td>
<td>Littlefield</td>
<td>ARIZONA</td>
</tr>
<tr>
<td>02000537</td>
<td>El Garces</td>
<td>950 Front St.</td>
<td>San</td>
<td>Bernardino</td>
<td>CALIFORNIA</td>
</tr>
<tr>
<td>01001102</td>
<td>Goffs Schoolhouse</td>
<td>37198 Lanfair Rd.</td>
<td>San</td>
<td>Bernardino</td>
<td>CALIFORNIA</td>
</tr>
<tr>
<td>09000846</td>
<td>Berkley Square</td>
<td>Area bounded by Byrnes Ave., D St., Leonard Ave., and G St.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
<tr>
<td>83001107</td>
<td>Boulder City Historic District</td>
<td>Roughly bounded by Nevada Hwy., Avenue L, Date, and 5th Sts.</td>
<td>Clark</td>
<td>Boulder City</td>
<td>NEVADA</td>
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<tr>
<td>82003210</td>
<td>Boulder Dam Hotel</td>
<td>1305 Arizona St.</td>
<td>Clark</td>
<td>Boulder City</td>
<td>NEVADA</td>
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<tr>
<td>96001561</td>
<td>Camp Lee Canyon</td>
<td>NV 156, approximately 50 mi. NW of Las Vegas, Spring Mountains National Recreation Area</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>03001509</td>
<td>Clark Avenue Railroad Underpass</td>
<td>Jct. of Bonanza Rd. and Union Pacific Railroad Tracks</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<td>El Cortez Hotel and Casino</td>
<td>600 Fremont St.</td>
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<td>Las Vegas</td>
<td>NEVADA</td>
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<td>92000121</td>
<td>Goodsprings Schoolhouse</td>
<td>San Pedro Ave. E of jct. with Esmeralda St.</td>
<td>Clark</td>
<td>Goodspring</td>
<td>NEVADA</td>
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<td>94000552</td>
<td>Green Shack</td>
<td>2504 E. Fremont</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>75001106</td>
<td>Hidden Forest Cabin</td>
<td>N/A</td>
<td>Clark</td>
<td>North Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>81000382</td>
<td>Hoover Dam</td>
<td>E of Las Vegas on U.S. 93</td>
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<td>Boulder City</td>
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<td>Huntridge Theater</td>
<td>1208 E. Charleston Blvd.</td>
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<td>State</td>
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<td>John S. Park Historic District</td>
<td>Roughly bounded by Charleston Blvd., Las Vegas Blvd., Franklin Ave., and S. Ninth St.</td>
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<tr>
<td>75001107</td>
<td>Kyle Ranch</td>
<td>Losee St. and Carey Ave.</td>
<td>Clark</td>
<td>North Las Vegas</td>
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<tr>
<td>88000549</td>
<td>Las Vegas Grammar School</td>
<td>400 Las Vegas Blvd. S</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>86002293</td>
<td>Las Vegas High School Academic Building and Gymnasium</td>
<td>315 S. Seventh St.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>90002204</td>
<td>Las Vegas High School Neighborhood Historic District</td>
<td>Roughly bounded by E. Bridger, S. 9th, E. Gass and S. 6th Sts.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
<tr>
<td>72000764</td>
<td>Las Vegas Mormon Fort</td>
<td>900 Las Vegas Blvd., N</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
<tr>
<td>78003379</td>
<td>Las Vegas Mormon Fort (Boundary Increase)</td>
<td>900 Las Vegas Blvd., N</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
<tr>
<td>92001161</td>
<td>Little Church of the West</td>
<td>3960 Las Vegas Blvd. S</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>11001086</td>
<td>Morelli House</td>
<td>861 E. Bridger Ave.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
<tr>
<td>74001143</td>
<td>Mormon Well Spring</td>
<td>N of Las Vegas on Mormon Spring</td>
<td>Clark</td>
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<td>NEVADA</td>
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<td>92001701</td>
<td>Moulin Rouge Hotel</td>
<td>900 W. Bonanza Rd.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>82003211</td>
<td>Old Boulder City Hospital</td>
<td>701 Park Pl.</td>
<td>Clark</td>
<td>Boulder City</td>
<td>NEVADA</td>
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<tr>
<td>74001144</td>
<td>Potosi</td>
<td>S of Las Vegas off I-15 near Potosi Pass</td>
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<td>Las Vegas</td>
<td>NEVADA</td>
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<tr>
<td>87001622</td>
<td>Railroad Cottage Historic District</td>
<td>601–629 S. Casino Center</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
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<td>76001141</td>
<td>Sandstone Ranch</td>
<td>20 mi. SW of Las Vegas</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<td>87000077</td>
<td>Smith, Jay Dayton, House</td>
<td>624 S. Sixth St.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<td>Spanish Trail, Old,--Mormon</td>
<td>From the California border to</td>
<td>Clark</td>
<td>Las Vegas and Moapa</td>
<td>NEVADA</td>
</tr>
<tr>
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<td>Name</td>
<td>Address</td>
<td>County</td>
<td>City</td>
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<td>Tule Springs Ranch</td>
<td>9200 Tule Springs Rd.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
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<td>83001108</td>
<td>U.S. Post Office and Courthouse</td>
<td>300 E. Stewart Ave.</td>
<td>Clark</td>
<td>Las Vegas</td>
<td>NEVADA</td>
</tr>
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<td>08001392</td>
<td>Walking Box Ranch</td>
<td>6333 W. NV 164</td>
<td>Clark</td>
<td>Searchlight</td>
<td>NEVADA</td>
</tr>
<tr>
<td>92000120</td>
<td>Washington School</td>
<td>1901 N. White St.</td>
<td>Clark</td>
<td>North Las Vegas</td>
<td>NEVADA</td>
</tr>
<tr>
<td>09000284</td>
<td>Welcome to Fabulous Las Vegas Sign, The</td>
<td>Las Vegas Blvd., in public right of way, approx. .5 mi. S. of intersection with Russell Rd.</td>
<td>Clark</td>
<td>Paradise Township</td>
<td>NEVADA</td>
</tr>
<tr>
<td>86000587</td>
<td>Willow Beach Gauging Station</td>
<td>Lake Mead National Recreation Area</td>
<td>Clark</td>
<td>Boulder City</td>
<td>NEVADA</td>
</tr>
<tr>
<td>85003219</td>
<td>Woodlawn Cemetery</td>
<td>405 E. Main St.</td>
<td>Clark</td>
<td>North Las Vegas</td>
<td>NEVADA</td>
</tr>
</tbody>
</table>
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Las Vegas Metroplex Section 106 Consultation

Attachment H: 01/21/20 Email Correspondence with Clark County
Here is the Focused APE

Thanks,

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

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

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

Dear Mr. Hall-Patton:

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

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

Thanks,

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

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Dear Mr. Hall-Patton:

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

Please call me if you have any questions.

Thanks,

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

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