

Corps of Engineers Field Review

18 Sept 2000

Mike Schwinn

Airport Access along River Rd widening @ Welch farm

Corps does not regulate man made channels unless they are a channelization of a natural stream. ∴ No permit needed

- Airport access along dugway
Nationwide permit is required for culvert xing,
≤ 500' channel or ≤ 1/2 ac. wetland

Ft Pearce Remediation:

Can't push material against bank. Must pick up & remove in one operation to avoid Corps permit.

216 letters
89 Petitions
37 oral

337

Dick Hingson 635-3757

Review of Scientific
Bases for change in
noise impact ~~assess~~
method used at
Grand Canyon

Jan 2000

Dept of Interior

Tom Hale
520 226 0161
overflights coord.

FAA Conf. call Sept 18, 2000

Paul corrected noise study:

Noise contours smaller to North & larger to south on Site 1.

Zions noise:

ABRR site - Bryce Canyon (critical point)

13.0 - 13.3

16.5 - 16.8

3BV

30.6 - 30.8

Net effect: No build to build same differential

FAA/NPS meeting
Aug 2000

Bradybau
Allenbau Denver
WDC

Local v. national

even existing airport needs to be limited
2-3 weeks NPS letter will be issued
stating what NPS expects us to do (NPS
wanted City to make another proposal &
they would review it)

a flight over Zion is a security issue

forecast might be low

good meeting. Ended cordial

locals were more open & less concerned
about national issues.



FAX COVER SHEET

DATE: June 8, 2000

To: Cynthia Romero, FAA

RE: Final Copy of Draft EA for St. George Replacement Airport

FAX NUMBER: (303)342-1260

NUMBER OF PAGES, INCLUDING COVER SHEET: 2

FROM: Terry J. Hickman

FAX NUMBER: (435) 673-8484

Post-it® Fax Note	7671	Date	6-8-00	# of pages	2
To	Larry B.	From	TERRY H.		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #		Fax #			

IF THERE ARE ANY PROBLEMS IN TRANSMISSION OR YOU DO NOT RECEIVE THE NUMBER OF PAGES INDICATED ABOVE, PLEASE CALL:

(435) 673-4677



MESSAGE: Larry and I have completed the review of my re-write on the purpose and need section that was faxed to you yesterday. I have also made the changes to the EA requested by the FAA. I am waiting for a couple of pages from Ryk on the noise section that he is faxing to me today. I have changed the 404 permit issue (Water Quality section) to reflect what I faxed to you yesterday. We are awaiting final confirmation on the land status for figure 10. I will send you a final draft EA (minus the figures, because they need different figure numbers and page numbers) in next-day mail by 4:30pm today. I am not sure when you receive your mail, but I suggest that we have a conf. call around 3:00pm on Friday the 9th ,to review comments (if any) from you. We will get the

announcement in the local paper, on June 14th, of the public hearing to be held on July 18th. One copy of the final draft EA will be available at the St. George City Library and one at the City Office Building on the morning of June 14th. You can make your plans based on this to get an advanced copy of the supplemental noise study and draft EA to the Zion National Park Service Superintendent. Let me know when you will be doing this so I can make sure that the figures are ready and I can provide you with a final copy of the draft EA (figures should be done Monday morning, so you can pick a copy up from our office on Monday afternoon, at the earliest, on your way to Zion National Park).

cc: Larry Bullock

Frank Seegmiller

Ryk Dunkelberg

674 4226



UNITED STATES DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

DIXIE RESOURCE AREA
345 E. Riverside Drive
St. George, Utah 84790

Phone (435)688-3200 • Fax (435)688-3252

In reply refer to:
2200
UTU-74921
(UT-045)

May 11, 1998

Mr. Terry Hickman
Creamer and Noble Engineers
P.O. Box 37
St. George, Utah 84771

Post-it* Fax Note	7671	Date	6-2-00	# of pages	1
To	Larry Bulloch	From	TERRY HICKMAN		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	674-4226	Fax #			

Dear Mr. Hickman:

This is in response to your letter of April 10, 1998, regarding public lands which may be impacted by the proposed St. George City airport. I apologize for not sending you a response sooner.

The public lands which would be impacted by both Alternative Site One and Alternative Site One-A are scheduled to be exchanged to the City of St. George on or about June 10, 1998. Once the exchange is completed, they will no longer be public lands, but private property held by the City of St. George. The BLM did an environmental analysis of the disposal and determined it was in the public interest to dispose of the property. We are aware of the cultural sites located on the public land, but as a condition of the exchange, St. George City, or their successors, will be responsible for the mitigation of those sites prior to any surface disturbance.

Thank you for the opportunity to comment on this proposal. If you have any questions I can be reached at (435)688-3274.

Sincerely,

Randy Massey
Realty Specialist


CREAMER & NOBLE ENGINEERS

P.O. BOX 37 • ST. GEORGE, UTAH • 84771

PH (435)673-4677 • FAX (435)673-8484 • E-MAIL crenoble@infowest.com

May 22, 2000

Mr. Dennis Ossenkop
 Federal Aviation Administration
 Northwest Mountain Region
 1601 Lind Avenue SW
 ANM-610
 Renton, WA 98055-4056

Post-It® Fax Note	7671	Date	5-22-00	# of pages	1
To	Larry Bulloch	From	TERRY J. HICKMAN		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	674-4226	Fax #			

RE: Archeological Surveys for
 St. George Replacement Airport

Dear Mr. Ossenkop:

Ms. Cynthia Romero asked that I send you a copy of the archeological surveys for the St. George Replacement Airport for your review. Please find enclosed copies of two reports (dated July 1, 1997 and October 31, 1997) conducted for the preferred site. Ms. Romero indicated that you had some questions related to the potential of some of the sites being considered burial features. As a result of this issue raised during the first survey (July 1, 1997), a second survey was conducted on these features (October 31, 1997). Also enclosed is a copy of the SHPO correspondence justifying No Effect for this project.

If you have questions, please contact me at (435) 673-4677.

Sincerely,

CREAMER & NOBLE ENGINEERS

Terry J. Hickman
 Environmental Coordinator

TJH/bam

Enclosures

200304

file site study coms



CREAMER & NOBLE ENGINEERS

P.O. BOX 37 • ST. GEORGE, UTAH • 84771

PH (435)673-4677 • FAX (435)673-8484 • E-MAIL crenoble@infowest.com

Mr. Michael A. Schwinn
U.S. Army Corps of Engineers
1403 South 600 West, Suite A
Bountiful, UT 84010

September 22, 2000

Dear Mr. Schwinn:

This letter is a follow-up to our site visit on 18 September 2000, for the proposed access road for the St. George Replacement Airport. I have enclosed a map of the route that you analyzed and a typical section of the road along the Ft. Pierce Wash.

The road is approximately 16,300 feet in length and will follow an existing roadway corridor. A total of 5,300 feet of this existing roadway is unpaved. The project will consist of widening the pavement on both sides of the existing roadway and construction of gravel shoulders. A three lane wide pavement section will be provided: two 3.6 m travel lanes and a 4.3 m two-way center left turn lane. In addition, two shoulders ranging from 0.6 m to 2.4 m in width would be constructed.

It is our understanding that if we avoid the Ft. Pierce Wash (see typical cross section in this area), the only area requiring a permit may be the dry wash crossing at the upper end of the project. You told us that a nation-wide 14 permit may be required for this area and indicated that application for this permit would be made to the COE once final design plans have been developed.

By way of this letter, we are requesting COE approval and clearance, with the requirements noted above, for the proposed access road. If we do not receive a response from your office within 30 days, we will assume COE approval and clearance with the stipulations noted in this letter and your verbal comments expressed on the site visit.

We appreciate your cooperation in this matter and look forward to your response.

Sincerely,

CREAMER & NOBLE ENGINEERS

Terry J. Hickman
Environmental Coordinator

TJH/bam

200573

Post-It® Fax Note	7671	Date	9-22-00	# of pages	1
To	Larry Bulloch		From		
Co./Dept.			Co.		
Phone #			Phone #		
Fax #			Fax #		

File reply airport
corresp

Dear Mr. Bulloch,

Hello, my name is John Panici and I am an organizer for the Fire Sprinkler Fitters Union Local 669. My district covers the great states of Utah and Nevada. A short resume about local 669 is attached.

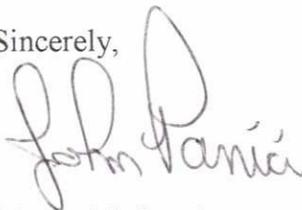
On Tuesday, July 18, 2000, I attended the public response hearing concerning the proposed Saint George Airport. I listened to the numerous comments and was pleased that so many citizens wanted the opportunity to provide better jobs to the community. I think that the best place to start providing better job opportunities to your workforce is to join hands with organized labor. Allow us to provide the trained and experienced craftsman to build the airport. From surveying the site to finished airport facilities, organized labor stands ready with many excellent training programs for the apprentice and journeyman upgrade courses for the more experienced craftsman.

During my job surveys around Southern Utah I have found that a majority of construction workers is Grossly UNDERPAID, have NO training, NO benefits, NO security, NO pension, NO medical, dental or vision care! Most have only on the job training, "school of hard knocks." I have talked to some construction workers that are working by themselves with little or no training in their craft and who have had NO safety training! Training is very important to all of the building trade unions.

The September 1999 Washington County Annual Update Demographic and Economic Profile states: "those who work for a wage may have a difficult time as wages measure significantly lower while cost-of-living registers about the same as the United States average." So, let the entities involved with the planning and building of the airport work in peace and harmony with the Utah Building Trades Unions. Let management and labor establish a project agreement to build an airport to be proud of and start providing those better job opportunities everyone was talking about at the public input hearing.

Recently workers from many AFL-CIO Unions across 38 states spoke out for the freedom to choose a union in hearings, forums, rallies and outreach to news media. Working people across the nation and now Southern Utah workers, business leaders and civic leaders spoke a common theme: to have a voice at work means higher living standards, stronger communities and better products and services.

Sincerely,



John Panici- Organizer
District 25, Local 669
702/566-9024, Fax: 702/566-9079



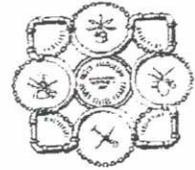
ROAD SPRINKLER FITTERS LOCAL UNION NO. 669

7050 Oakland Mills Road • Suite 200 • Columbia, Maryland 21046
(410) 381-4300 FAX (301) 621-8045

Gerald D. Singleton
Business Manager

Bradley M. Karbowsky
Financial Secretary-Treasurer

Terry R. Zahn
President-Organizer



SPRINKLER FITTERS LOCAL UNION NO. 669

Local 669 is affiliated with the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada, AFL-CIO. We currently have three full-time officers, a Legal Department, a and a full-time office staff housed at our National Headquarters in Columbia, Maryland. We also have 30 full-time Business Agents located throughout our jurisdiction. Our Business Agents deal with the day-to-day enforcement of our collective bargaining agreement. They interact with our members and signatory contractors in order to create a harmonious working relationship. Local 669's five Organizers work at combating the nonunion infiltration into our industry. Local 669 has been chartered since 1915 and continues to enjoy the highest respect for the quality of work, in addition to the intense productivity levels generated by our members.

Goal

- To organize all unorganized Sprinkler Fitters
- Security and dignity for all members

Purpose

- To provide skilled Sprinkler Fitters to our union contractors and to help provide our members with decent wages, fringe benefits and working condition

Work of the Sprinkler Fitters

- Local Union 669 Sprinklers Fitters work on the installation, dismantling, maintenance, repairs, adjustments, and corrections of all fire protection and fire control systems including the unloading, handling by hand, power equipment and installation of all piping or tubing, appurtenances and equipment pertaining thereto, including both overhead and underground water mains, fire hydrants and hydrant mains, standpipes and hose connections to sprinkler systems, sprinkler tank heaters, air lines and thermal systems used in connection with sprinkler and alarm systems, also all tanks and pumps connected thereto, also included shall be CO-2 and Cardox Systems, systems, but excluding steam fire protection systems.

Apprenticeship

- Our apprentices serve a five year apprenticeship which is made up of correspondence related training courses administered by Pennsylvania State University. They also are required to attend practical training classes and they receive on the job training from qualified and skilled journeymen. The apprenticeship consists of preparation and schooling for the installation of fire protection systems exclusively. The apprentices' progress is monitored closely by the Local 669 Joint Apprenticeship and Training Committee.

Geographical Jurisdiction

- Local 669 covers a geographical jurisdiction of 48 states, less the geographic area of 16 major metropolitan cities across the country. Our membership is made up of more than 8,000 journeymen and apprentices who reside throughout our jurisdiction. Our members have the right to solicit their own jobs, which gives them the freedom to work anywhere in our jurisdiction.

File: new airport
cc Larry B



U.S. Department
of Transportation
Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 28 2000

Cynthia Romeo
Ryle Dunkelberg
Jerry Hickman

The Honorable Robert F. Bennett
United States Senate
Washington, DC 20510

Dear Senator Bennett:

Thank you for your letter, cosigned by Senator Orrin G. Hatch and
Congressman James V. Hansen, regarding the replacement airport project in
the city of St. George. You requested an expeditious review of the associated
environmental assessment (EA) and a timely issuance of a Record of Decision
by the Federal Aviation Administration (FAA).

Although we are optimistic that a final decision on the EA will be timely, future
decisions regarding the EA, including whether it will be processed as a Finding
of No Significant Impact or an Environmental Impact Statement, will depend
upon the outcome of the public hearing and comments of other reviewing
Federal, state, and local agencies.

If I can be of further assistance, please contact me or Suzanne Sullivan,
Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Identical letters have been sent to Senator Hatch and Congressman Hansen.

Sincerely,

Jane F. Garvey
Jane F. Garvey
Administrator

Airport Corresp



SkyWest Airlines
 444 South River Road
 St. George, UT 84790
 Telephone: (435) 634-3000 / Fax: (435) 634-3505

Contact: Steven Hart - VP Market Development

(435) 634-3580

FOR IMMEDIATE RELEASE

SkyWest/United Express Introduces New Non-Stop Regional Jet Service to Fresno, California and Bozeman, Montana

ST. GEORGE, UT, JUNE 20, 2000 SkyWest Inc., (NASDAQ:SKYW) -- SkyWest Airlines announced today plans to introduce new service at Denver, Colorado. Effective October 1, 2000, the airline will initiate twice-daily United Express flights to Fresno, California, followed on November 1, 2000, with three daily roundtrips to Bozeman, Montana. The new service marks SkyWest's first-ever service at Denver International Airport where the airline will operate as one of three United Express partner carriers there.

Fresno-Denver and Bozeman-Denver service will operate as follows:

Fresno to Denver					Denver to Fresno				
Depart	Arrive	Freq	Equip	Effective	Depart	Arrive	Freq	Equip	Effective
6:20 am	9:21 am	Daily	CRJ	Oct 01	11:25 am	12:39 pm	Daily	CRJ	Oct 01
3:05 pm	6:06 pm	Daily	CRJ	Oct 01	8:10 pm	9:24 pm	Daily	CRJ	Oct 01

Bozeman to Denver					Denver to Bozeman				
Depart	Arrive	Freq	Equip	Effective	Depart	Arrive	Freq	Equip	Effective
7:55 am	9:33 am	Daily	CRJ	Nov 01	9:50 am	11:40 am	Daily	CRJ	Nov 01
12:45 pm	2:23 pm	Daily	CRJ	Nov 01	2:55 pm	4:45 pm	Daily	CRJ	Nov 01
6:00 pm	7:38 pm	Daily	CRJ	Nov 01	7:45 pm	9:35 pm	Daily	CRJ	Nov 01

SkyWest's United Express service in both markets will feature brand new, state-of-the-art Canadair Regional Jet Aircraft (CRJ). The CRJ is the most environmentally sound jet in the world and provides improved performance and fuel savings, as well as state-of-the-art digital technology systems. The CRJ ensures passenger comfort with two-by-two seating while cruising at 530 miles per hour at altitudes as high as 41,000 feet.

"We're very excited to become part of United's second largest hub operation at Denver," commented SkyWest Chief Operating Officer, Ron Reber. "Our new Fresno and Bozeman flights will provide for the first and only nonstop service in either market and will make access to Central California and Montana's Gallatin Valley easier and more convenient than ever before."

Travelers onboard new United Express service will receive all the benefits of flying partner United Airlines, including MileagePlus Frequent Flyer credit. A minimum of 500 miles is credited for each United Express flight and can be redeemed for free travel on United and United Express, as well as upgrades and discounts on rental cars and hotel accommodations.

SkyWest Airlines operates as a United Express carrier under a marketing agreement with United Airlines. The airline currently operates 740 daily United Express departures to more than 40 communities up and down the West Coast and is United's largest regional affiliate. SkyWest is the nation's fourth largest regional carrier and is based in St. George, Utah.

This press release as well as past press releases can be accessed on the SkyWest Airlines Internet site at <http://www.skywest.com>.

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