

**Final Environmental Assessment for an
Air Tour Management Plan for
Canyon de Chelly National Monument**

December 18, 2024

Introduction

The Federal Aviation Administration (FAA) and the National Park Service (NPS) (collectively, "the agencies") published a Draft Environmental Assessment (EA) and Draft Air Tour Management Plan (ATMP) for Canyon de Chelly National Monument (the Park) on April 3, 2024. This document represents the Final EA for the ATMP and describes comments that resulted in changes to the Draft EA and Draft ATMP and the nature of those changes.

The FAA is issuing the Final EA using errata sheets. The FAA's use of errata sheets is consistent with 40 CFR § 1503.4(c). The purpose of the Final EA/errata sheet is to correct errors and omissions, and make other adjustments that may be required after the printing of the Draft EA. In addition to changes resulting from public comments, these changes include any corrections identified by the agencies, as well as updates on other consultation processes. This Final EA/errata sheet and Draft EA are being included with the agencies' decision documents that together comprise a full and complete record of the environmental analysis for the ATMP. The EA will not be reprinted. Note that in the following instances where the EA is referred to as a "Draft EA", the issuance of this Final EA/errata amends them to read as "Final EA" (Pages 1, 2, 4, 5, 7, 8, 9, 15, 27, 40, 41, 43, 46, 58, 68, 70, 72, 74, 80, 81, and 83).

Summary of Changes

Based on changed conditions and additional review, several pages in this Final EA/errata have been updated from the Draft EA with new or corrected material. Page numbers referenced pertain to the Draft EA released to the public for review on April 3, 2024. Original text from the Draft EA is included to provide context and to allow for comparison to the text change. Additions to text are underlined, and deleted text is shown by ~~strikeout~~. Revised figures and appendices are included at the end of this Final EA/errata.

Changes to Chapter 1

1.1 Introduction

Page 1, paragraph 1, last sentence. Roughly ~~40~~ 80 families reside within the Park boundaries.

Page 1, paragraph 4, sentence 1. The objective of the ATMP is to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations ~~on the Park's resources and values~~ upon the Park's natural and cultural resources, visitor experiences, and Tribal lands.

Pages 1- 2, paragraph 4, last sentence. This draft EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code (U.S.C.), 4321 et seq.), Council on Environmental Quality (CEQ) NEPA implementing regulations (40 CFR Parts 1500-1508), the 2015 FAA 1050.1F Order, *Environmental Impacts: Policies and Procedures*, U.S. Department of the Interior regulations at 43 C.F.R. Part 46, and NPS NEPA

policies and procedures (2015 NPS NEPA Handbook and 2015 NPS NEPA Handbook Supplemental Guidance - *Writing Impact Analysis Sections for EAs and EISs*).

Page 2, paragraph 1, add footnote at the end of the last sentence. The FAA and the NPS are aware of the November 12, 2024 decision in *Marin Audubon Society v. Federal Aviation Administration*, No. 23-1067 (D.C. Cir. Nov. 12, 2024). To the extent that a court may conclude that the Council on Environmental Quality (CEQ) regulations implementing NEPA are not judicially enforceable or binding on this agency action, the agencies have nonetheless elected to follow those regulations at 40 C.F.R. Parts 1500– 1508, in addition to their own procedures/regulations implementing NEPA, to meet the agencies’ obligations under NEPA, 42 U.S.C. §§ 4321 et seq.

1.6 Park Overview

Page 12, paragraph 3, last sentence. Species potentially affected by overflights, including ~~two~~ three federally listed threatened species – the Mexican spotted owl, southwestern willow flycatcher, and yellow-billed cuckoo.

Changes to Chapter 2

2.1 Alternatives Development

Page 14, paragraph 1, sentence 1. An NPS interdisciplinary team ~~comprising~~ comprised of subject matter experts from NPS’s Natural Sounds and Night Skies Division, Environmental Quality Division, Intermountain Regional Office, and the Park developed the action alternative to be considered in this EA in consideration of Park management objectives and based on information and Tribal input received during consultation with the Navajo Nation, specifically the Navajo Nation President Divisions and Departments within the Executive Branch, and local Chapters and Tribal members.

Page 14, paragraph 1, sentence 2. The NPS interdisciplinary team ~~evaluated~~ considered the ~~noise~~ impacts of existing air tour routes and operations, the cultural and natural resources within the Park, existing and natural acoustic environment, visitor experience, and visual resources.

Page 14, paragraph 2, sentence added after sentence 2. On May 12, 2021, the agencies held a webinar with the Navajo Nation to provide basic background information on ATMPs and the ATMP development process (Appendix I).

Page 14, paragraph 2, sentences added to the end of paragraph 2. On February 29, 2024, members of the Chinle Chapter House of the Navajo Nation held a Chapter House meeting in which they discussed the air tour management plan. Members wrote individual comments on comment cards, which were then sent to the agencies (Appendix I). All correspondences received opposed air tours over the Park, stating concerns about dangers to the residents, wildlife, livestock, and cultural resources from the noise and vibrations

created by the aircraft, as well as privacy for the residents and users of the Park. Some residents provide Jeep, horseback, and hiking tours for visitors and stated that the air tours are not needed.

Page 15, paragraph 2, new sentences added at the end of the paragraph. The American Indian Religious Freedom Act sets U.S. policy to preserve and protect Tribal freedom to worship through ceremonials and traditional rites. 42 U.S.C. § 1996. Consistent with this policy and pursuant to Executive Order 13007, *Indian Sacred Sites*, the NPS will, to the greatest extent practicable, accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical and spiritual integrity of such sacred sites; collaborate with Indian and other traditionally associated peoples who have identified sacred sites within units of the National Park System to prepare mutually agreeable strategies for providing access; and enhance the likelihood of privacy during religious ceremonies.

2.2 Alternatives Considered but Eliminated from Further Study

2.2.1 Air Tours within the ATMP Planning Area

Page 15, last paragraph, last sentence moving into page 16. These alternatives were eliminated from further study based on the information and input provided by the five Navajo Nation Chapters that represent the Diné people living in and around the ATMP planning area (Chinle, Tsaile-Wheatfields, Nazlini, Lukachukai, and Sawmill Navajo Chapters), representatives from Departments in the Navajo Nation Executive Branch, and the President of the Navajo Nation regarding the significant adverse impacts under NPATMA of air tours on Tribal the privacy of the Diné on Tribal lands, Tribal sacred sites, and ceremonial areas. These alternatives were also eliminated from further study because they do not meet the purpose and need for the ATMP.

Page 16, last paragraph. Air tours ~~encroach~~ intrude on the Diné religious and cultural activities and could interrupt and ~~diminish~~ degrade both the tangible and intangible associations the Diné experience during use of their ~~TCPs~~ traditional cultural properties, the protection of which is a significant Park purpose. Because continuing cultural connections to the Park and relationships are fundamental values of the Park and are significant to the Park's purpose, air tours and their resultant interference with Tribal connections to the land and ~~Tribal privacy~~ the privacy of the Navajo people are inconsistent with the Park's purpose and values for which it was established. National Register-listed or eligible cultural resources, including archeological resources, Tribal sacred sites, cultural landscapes, traditional cultural properties, and ancestral sites occur throughout the Park,⁷ ~~which is listed in the National Register in its entirety and contains many traditional cultural properties within.~~ Intangible cultural resources include the cultural connections that the Navajo people have to these lands, including carrying out traditional cultural practices and ceremonies within the Park.

Page 17, paragraph 2, beginning with sentence 3. These Resolutions indicate that air tours interfere with the Diné use of their lands and impact their privacy as they carry out traditional activities and religious ceremonies on Tribal lands. Based on the above information, the NPS determined that allowing commercial air tours within the ATMP planning area is inconsistent with the Park's purpose and values, which include perpetuating traditional Tribal cultural connections to the Park's landscapes. The NPS further determined that air tours cause adverse impacts on the Park's cultural resources and intrusions on the privacy of the Diné on Tribal lands, and that these impacts are significant adverse impacts under NPATMA.

Alternative 1 (No Action Alternative)

2.4.2 Commercial Air Tour Routes and Altitudes

~~The altitudes of 800 and 1,000 ft. AGL result in the mean sea level (MSL) altitude callouts shown in Figure 3.⁶~~

~~Page 21, Footnote. ⁶Altitude expressed in units AGL is a measurement of the distance between the ground surface and the aircraft, whereas altitude expressed in MSL refers to the altitude of an aircraft above sea level, regardless of the terrain below it. Aircraft flying at a constant MSL altitude would simultaneously fly at varying AGL altitudes, and vice versa, assuming uneven terrain is present below the aircraft.~~

2.5 Alternative 2 (Preferred Alternative)

Page 23, last paragraph, first sentence. All IOA for the Park and Navajo Nation Tribal lands within the ATMP planning area would terminate by operation of law 180 days after the establishment (effective date) of the ATMP, 49 U.S.C. § ~~40128(c)(2)(E)~~ 40128(c)(2)(E), after which time no operator could continue to rely on any operations specifications issued under IOA as authority to conduct commercial air tours within the ATMP planning area.

2.5.1 Commercial Air Tour Routes and Altitudes

Page 24, paragraph 2, sentence 2, new footnote added. Altitude expressed in units AGL is a measurement of the distance between the ground surface and the aircraft, whereas altitude expressed in MSL refers to the altitude of an aircraft above sea level, regardless of the terrain below it. Aircraft flying at a constant MSL altitude would simultaneously fly at varying AGL altitudes, and vice versa, assuming uneven terrain is present below the aircraft.

Changes to Chapter 3

Chapter 3

Page 27, paragraph 3, sentence 2. The FAA, in cooperation with the NPS, considered the impact categories specified in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (FAA, 2015) and NPS Director's Order 12: *Conservation Planning, Environmental*

Impact Analysis, and Decision-making, and other categories identified during the agency and public scoping process.

3.2 Noise and Noise-Compatible Land Use

3.2.1 Affected Environment

Page 30, last paragraph, sentence 1. To characterize the natural and existing ambient (both with and without air tours), sound level and meteorological measurements were conducted at five locations across the Park in September 2004 (summer) and March 2010 (winter) ~~(Volpe, 2011)~~ (Lee and MacDonald, 2016).

3.4 Biological Resources

Section 3.4.2 Environmental Consequences

Page 46, last paragraph: ~~The FAA and the NPS are currently conducting analysis for those federally listed species described in Section 3.4.1, Affected Environment for Biological Resources, in accordance with 50 CFR Part 402.02. As of the time of this draft EA publication, the agencies believe the preferred alternative would have no effect on federally listed threatened or endangered species. In accordance with Section 7 of the ESA, the agencies have determined that the proposed action will have No Effect on the species potentially present within the action area including the yellow-billed cuckoo (*Coccyzus americanus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and the Mexican spotted owl (*Strix occidentalis lucida*). See Appendix H, Section 7 No Effect Memo for additional analysis.~~

3.5 Cultural Resources

Page 51, paragraph 1, beginning with sentence 1. The FAA contacted the Navajo Nation and 23 federally recognized tribes via letter on March ~~21~~²⁶, 2021, inviting them to participate in consultation and requesting their expertise regarding historic properties, including Traditional Cultural Properties (TCPs) that may be located within the APE. The Section 106 consultation with the Navajo Nation Tribal Preservation Officer (THPO) was initiated via a formal letter dated May 21, 2021.

Page 51, paragraph 2 . The FAA received responses from the San Carlos Apache Tribe stating no effect and from the White Mountain Apache Tribe stating no adverse effect. These tribes then opted out of additional consultation for the undertaking. Five Three additional tribes opted out of additional consultation for the undertaking: Pueblo of Pojoaque, Pueblo of Sandia, and Pueblo of Santa Ana, San Carlos Apache Tribe, and White Mountain Apache Tribe.

Page 51, sentence added to the end of paragraph 4. Responses from consulting parties to the FAA's June 2, 2023 letter were received on June 5, 2023 from Pueblo of Pojoaque; June 9, 2023, June 12, 2023 and June 30, 2023 from Southwest Safaris; June 15, 2023 from Air Grand Canyon and Grand Canyon Air; and July 21, 2023 from the National Parks Conservation Association.

Page 51-52, last paragraph, sentences 2, 4, and 5. FAA received Southwest Safaris response on November 14, 2023; The air tour operator did not agree with the FAA's selection of historic sites for inclusion in the APE. The agencies published a notice in the Federal Register, inviting the public to engage in the Section 106 process and provide feedback on the APE and historic property identification. The agencies accepted comments through the NPS's Planning, Environment & Public Comment (PEPC) website from November 2 through December ~~14~~, 2023. ~~Three~~ Nine comments were received, all supporting the discontinuation of air tours over the Park.

Page 51, last paragraph, sentence 6 starts a new paragraph with preceding text. On October 25, 2023, IKG Air, LLC dba American Air provided a notice of intent to FAA to maintain IOA. FAA sent a letter on December 5, 2023 inviting IKG Air, LLC dba American Air to consult. On December 28, 2023 the FAA sent letters to the ~~Office of the Navajo Nation President~~ Navajo Nation Tribal Historic Preservation Officer and other consulting parties to notify them of a finding of "no adverse effect" determination and request review and concurrence on this determination. See Appendix G, Cultural Resources Consultation and Summary, for more information.

FAA received a response to FAA's December 28, 2023 letter from the National Parks and Conservation Association on January 23, 2024 and from Southwest Safaris on January 29, 2024. The January 29, 2024 letter from Southwest Safaris objected to the finding of effects in the FAA's December 28, 2023 letter. A response to this letter was sent by FAA on April 10, 2024. Both letters are in Exhibit 6 of Appendix G.

After continued consultation with Southwest Safaris, the objection could not be resolved; therefore, on June 4, 2024, the FAA requested the ACHP's review of the finding pursuant to 36 CFR § 800.5(c)(2) and (3). On June 30, 2024, the ACHP responded to FAA's request for ACHP review stating that FAA has appropriately applied the criteria of adverse effect for this undertaking and a finding of "no adverse effect" to historic properties is reasonable. After review of the ACHP advisory opinion, the FAA confirmed the finding that the ATMP at Canyon de Chelly National Monument would have no adverse effect on historic properties. However, the ACHP expressed concern that the FAA should have undergone the consultation process described under Section 304 of the NHPA and 36 CFR § 800.11(c) to address confidentiality concerns associated with Traditional Cultural Properties that were not disclosed in the EA. On August 5, 2024, the FAA submitted a letter to the Keeper of the National Register of Historic Places requesting concurrence with the Agencies' determination that the information was protected from disclosure under Section 304 of the NHPA. On September 4, 2024 the Keeper responded to FAA's request, agreed with the agency's proposal that withholding this information from selected parties falls under the authority of Section 304, and recommended the FAA withhold the information in its entirety to ensure the FAA and NPS meet their responsibilities under Section 304, the Archaeological Resources Protection Act, and their trust obligations to Tribal partners.

The FAA provided the Keeper's response to the ACHP and all consulting parties on the project in a letter dated October 3, 2024, thereby concluding the Section 106 process. See Appendix G.

Section 3.5.2 Environmental Consequences, Alternative 1: No Action

Page 60, paragraph 2, adding new sentences to the beginning of the paragraph. Air tours over the Park and their intrusion on the privacy of the Diné on Tribal lands, and on Diné religious and cultural activities interrupt and degrade both the tangible and intangible associations the Diné experience during use of their traditional cultural properties, the protection of which is a significant Park purpose. Adverse impacts to the Park's cultural resources and intrusions on the privacy of the Diné on Tribal land from commercial air tours would continue under the No Action Alternative. The continued invasion of privacy could create an aversion to perform ceremonies, rituals, prayers and traditional practices under observation; this leads to a deterioration of the link between the resource and the communities that value it, thus impacting the association that creates the cultural resource's significance.

Section 3.5.2 Environmental Consequences, Alternative 2

Page 60, paragraph 3, sentence 2. The elimination of air tours within the ATMP planning area will also reduce intrusions on the privacy of the Dine on Tribal lands, reduce adverse effects on the Park's cultural resources under NPATMA and reduce the likelihood that an air tour would interrupt traditional practices such as ceremonies, as compared to existing conditions.

Section 3.5.2 Environmental Consequences, Indirect and Cumulative Effects

Page 60, paragraph 4, sentence 2. Indirect effects on the Tribal privacy of the Diné on Tribal land, religious, and cultural activities that are fundamental to the Park's purpose and values could occur from air tours displaced to outside the ATMP planning area to the extent that those effects were experienced by Diné.

Page 61, paragraph 1, last sentence. Some of these air tours could still intrude encroach on Tribal the privacy of the Diné on Tribal land, including on religious, and cultural activities that are fundamental to the Park's purpose and values, but these impacts would be less likely to occur if air tours are flown at higher altitudes.

3.6 Visitor Use and Experience and Other Recreational Opportunities

Page 62, paragraph 1, sentence 2. ~~This section also examines impacts on air tour customers.~~ Effects to air tour patrons is analyzed in this section separately from effects to park visitors because air tour patrons are not considered park visitors and do not meet the definition of a visitor under NPS 2006 Management Policies.

3.6.2 Environmental Consequences

Page 65, paragraph 1, sentence 3. However, Table 7 shows that based on the noise modeling for the No Action Alternative, noise from air tours could result in speech interference impacts at Antelope House Ruin Overlook and Spider Rock Overlook for less than one minute a day ~~(Volpe, 2011)~~ (Lee and MacDonald, 2016).

Page 65, last paragraph, last sentence. Because the number of commercial air tours ~~expected~~ under the No Action Alternative would ~~expected~~ be consistent with the average number of flights from 2017-2019 but could increase up to ~~125~~ 175 air tours per year, there would be no changes anticipated to the availability of this experience under this alternative.

Section 3.9 Department of Transportation (DOT) Act, Section 4(f) Resources

3.9.1 Affected Environment

Pages 80-81, paragraph 1, last sentence. Each resource that intersected the Section 4(f) study area (i.e., some portion of the property fell within the Section 4(f) study area) was included in the Section 4(f) analysis (see Appendix ~~L~~, Section 4(f) Analysis).

3.9.2 Environmental Consequences

Section 4(f) ~~Recommended~~ Finding

Page 83, paragraph 3, adding new sentences to the end of the paragraph and deleting last sentence of current paragraph. On April 2, 2024, the FAA sent an email, with an attached letter, to the Navajo Nation President describing the proposed action and FAA’s preliminary determination and requested response within a 14-day review period. A follow-up email was sent on April 10, 2024. Additionally, the NPS was notified of the preliminary determination via email on April 1, 2024. The 14-day response period for both review requests closed on April 18, 2024. No responses were received. Information on coordination with OWJs is contained in Appendix L, Section 4(f) Analysis. Having received no responses/objections the FAA made a final determination that the preferred alternative would not constitute a use of the Park. Refer to Appendix I, Section 4(f) Analysis, for additional details on this coordination.

Section 3.10, Summary of Environmental Consequences

Pages 83-86, last paragraph, sentence 1 and Rows 3, 4 and 8 of Table 9. Table 9-~~2~~, Summary of Environmental Consequences of the ATMP Alternatives-~~2~~, summarizes the environmental consequences described above for both of the alternatives considered across each environmental impact category.

Biological Resources		No Effect to Federally-listed threatened species: <u>Mexican spotted owl, southwestern willow flycatcher, and yellow-billed cuckoo.</u>
Cultural Resources	<ul style="list-style-type: none">Interruptions to Tribal <u>ceremonial, religious and other</u> practices would continue associated with intrusion <u>on the into Tribal privacy of the Diné on Tribal lands.</u>	

DOT Act Section 4(f) Resources	<ul style="list-style-type: none"> • The No-Action Alternative was not <u>selectable since it did not meet the purpose and need, therefore was not analyzed.</u> 	<ul style="list-style-type: none"> • No use (“<u>physical or constructive use</u>”) to Section 4(f) properties.
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3.11 Summary of Public Involvement

3.11.1 Notice of Availability of the Draft ATMP and Draft EA

Page 86, new paragraphs. The FAA published a notice of availability of the Draft EA and Draft ATMP for the Park in the Federal Register on April 3, 2024. Notice of Availability of Draft Air Tour Management Plan and Draft Environmental Assessment and Public Meeting, 89 Fed. Reg. 23,080 (April 3, 2024). The agencies held public meetings for the Park’s Draft EA and Draft ATMP on April 16 and April 17, 2024, and accepted public comments from April 3 through May 3, 2024. During the public review period, the agencies received 25 correspondences on the Draft EA and Draft ATMP; however, none of the comments resulted in changes or updates to the preferred alternative in the Draft EA or to the terms and conditions in the Draft ATMP. All changes made to the ATMP were to improve clarity and accuracy.

Appendix K includes copies of all public comments received on the 2024 Draft ATMP and Draft EA, a summary of the comments, and the agencies’ response to substantive comments, the Federal Register Notice, press release, FAQs, in person meetings sign-in sheets, and public presentation materials.

3.11.2 NPOAG Consultation

Page 86, new paragraphs. The FAA Reauthorization Act of 2024 was signed on May 16, 2024. Section 628 of the Reauthorization amends the NPATMA to require consultation with the National Parks Overflights Advisory Group (NPOAG) as part of the procedural requirements for completing an air tour management plan. See 49 U.S.C. § 40128(b)(4)(E).

Consistent with the recent amendment of the Act, the agencies initiated consultation with the NPOAG regarding the draft ATMP for the Park via signed letter sent by email dated July 8, 2024. The agencies requested the NPOAG’s advice, information, and recommendations for the agencies’ consideration with respect to the draft ATMP no later than August 8, 2024. The agencies received an email on August 6, 2024 requesting a two-week extension. In order to meet the court-approved timeframe for completing the ATMP for the Park, the agencies initially declined to extend the deadline. The agencies received a response from some members of the NPOAG on August 8, 2024.

On August 19, 2024, the agencies notified the NPOAG that they would have sufficient time to fully consider NPOAG input on the draft ATMP if it were provided by September 3, 2024. The NPOAG provided comments regarding the draft ATMP on September 3, 2024, including overarching comments on the ATMP process and some specific comments regarding the Park’s ATMP. In finalizing the ATMP, the agencies have considered all advice, information and recommendations included in the NPOAG’s September 3, 2024 letter, focusing on those comments specific to or relevant to the Park’s ATMP. This consultation was separate

from, and in addition to, the agencies' regular meetings with NPOAG throughout the ATMP planning process where the agencies generally discussed the process by which ATMPs were being developed. It was also separate from, and in addition to, the public comment period for the Canyon de Chelly Draft ATMP and Draft EA (refer to Appendix M, NPOAG Communications).

Changes to Appendices

Appendix A, References

~~Volpe National Transportation Systems Center (Volpe), U.S. Department of Transportation. (2011). Baseline Ambient Sound Levels In Canyon De Chelly National Monument, April 2011. Lee, C. and J. MacDonald (eds). U.S. Department of Transportation Research and Innovative Technology Administration.~~

Lee C and MacDonald J. 2016. Canyon de Chelly National Monument Baseline Ambient Sound Levels 2004 and 2010. U.S. Department of Transportation

NPS. (2017). Reporting Information for Commercial Air Tour Operations over Units of the National Park System 2017 Annual Report. www.nps.gov/subject/sound/airtours.htm

NPS. (2018). Reporting Information for Commercial Air Tour Operations over Units of the National Park System 2018 Annual Report. www.nps.gov/subject/sound/airtours.htm

NPS. (2019). Reporting Information for Commercial Air Tour Operations over Units of the National Park System 2019 Annual Report. www.nps.gov/subject/sound/airtours.htm

Appendix G, Section 106 Consultation and Summary

A number of additions to the Draft EA Appendix G occurred since publication of the Draft EA. Based on the additions and the organization of Appendix G related to the steps in the 106 process, the Errata removes the Draft EA Appendix G and replaces it with the Revised Appendix G, including revised fly sheets. The agencies also renamed the title of Appendix G to Section 106 Consultation and Summary.

Appendix I, Navajo Nation Correspondence

Additional correspondence documenting the coordination with the appropriate Navajo Nation offices was added to Appendix I. The revised appendix includes correspondence between the Navajo Nation and NPS for review of the draft EA.

Twenty-two comments from Tribal members that attended a meeting on February 29, 2024 at the Chinle Chapter House were added to Appendix I.

The clarification of a webinar held in May 2021 was addressed in Section 3.5 of this errata and the information presented at the webinar is included in this appendix.

Appendix K, Public Involvement Materials

A new appendix, Appendix K, Public Involvement Materials, was added to the EA, and is described in Section 3.11, Summary of Public Involvement.

Appendix L, Section 4(f) Analysis

A new appendix, Appendix L, Section 4(f) Analysis, was added to the EA with a copy of correspondence with the Navajo Nation Official with Jurisdiction (OWJ) under Section 4(f) of the Department of Transportation Act of 1966. Additional information was added to the EA text, see above, Chapter 3, Section 3.9.

Appendix M, NPOAG Communications

A new appendix, Appendix M, NPOAG Communications, was added to the EA with copies of correspondence with the National Parks Overflight Advisory Group (NPOAG), and is described in Section 3.11, Summary of Public Involvement.