



Airports Advisory Commission

To Whom It May Concern:

The San Bernardino County Airport Advisory Commission, respectfully submits this letter to express our serious concerns regarding the Public Draft Environmental Assessment for Permanent Special Use Airspace Establishment and Modifications at Marine Corps Air Ground Combat Center, Twentynine Palms, California and the proposed establishment of Restricted Airspace Areas R-2509 E and R-2509 W. These areas would encompass the surface above the Shared Use Area, which is currently accessible for general aviation activities and public recreation.

The proposed expansion of restricted airspace would directly impact the operations and accessibility of several San Bernardino County airports, including **Twentynine Palms, Big Bear, Apple Valley, and Barstow-Daggett**. These facilities serve vital roles in regional transportation, emergency response, and economic development. The loss of unrestricted access to the airspace within their spheres of influence would significantly hinder their functionality and the broader aviation community.

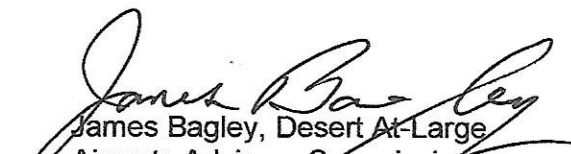
Furthermore, this proposal would eliminate the previously agreed-upon public access to the Johnson Valley Off-Highway Vehicle (OHV) recreation areas, which has long been a shared-use arrangement between the Marine Corps and civilian users. The current Public Draft Environmental Assessment fails to adequately analyze the full scope of general aviation activities—both current and historical—within the Shared Use Area.

We strongly urge that the airspace above the Shared Use Area remain designated as **Class G**, from the surface up to 1,200 feet above the highest terrain feature (Fry Mountain), as depicted on the Los Angeles Sectional Chart. This classification ensures continued public access to national airspace and supports the safe and efficient operation of general aviation. Of the alternatives presented, only the **No Action Alternative** preserves this essential access. We also believe that the creation of a Military Operations Area (MOA) rather than permanent restricted airspace would have been a more balanced and viable solution and should have been thoroughly evaluated.

We respectfully request that **Alternative #2 not be adopted** and that additional options be developed and presented for public review and input before any permanent changes to restricted airspace are implemented in Southern California.

Sincerely,


Larry Asmus, Chair
Airports Advisory Commission


James Bagley, Desert At-Large
Airports Advisory Commission