

Errata - FEIS December 2003

Final Environmental Impact Statement

Frank Church - River of No Return Wilderness Management Plan

Paper version: This document identifies errors and updates --"errata"--in the published Final Environmental Impact Statement (August 2003) for the Frank Church - River of No Return Wilderness Management Plan. Most of these errata are in response to public comments received on the FEIS.

Electronic version: All errata included here are noted in the electronic version of the documents posted on the Salmon - Challis National Forest Web site, www.fs.fed.us/r4/sc.

Chapter 1

Page 1-6

Management of Dewey Moore, Mile-Hi, Simonds, and Vines landing strips in the Big Creek drainage. Third paragraph, last sentence should be deleted, with the following information inserted to read..."These four landing strips are rated by the State of Idaho in the Idaho Aviation System Plan by their service level and design type. While the Forest Service does not consider the landing strips open for public use, because of their "emergency use only" designation in the Plan, the State of Idaho notes that their listing as part of the Idaho Aviation System signifies that these four landing strips are considered open for public use. Dewey Moore is the only landing strip of these four to receive Forest Service maintenance, following water damage originating at the adjacent trail.

Page 1-17

Issue #1 Aviation. Second sentence should read..."Consistent with the current plan, the Forest Service, with one exception, has never done any maintenance on these landing strips."

Chapter 2

Noncommercial Recreational Jetboats – Maximum PAOT Numbers

The FEIS uses the maximum boats at one time (BAOT) multiplied by the maximum party size to calculate the maximum number of people at on time (PAOT) that a jetboat allocation system could produce. The current management plan limits jetboats to one boat

per permit but has no set limit on the size of noncommercial jet boat parties. The planning team used the maximum party size for general control season use (30 people) in its PAOT calculations. Noncommercial recreational jetboaters note that their boats can only carry 10 people, and only when camping gear is not carried. Using 30 people per party inflates the noncommercial jetboat numbers by a factor of three.

The noncommercial PAOT numbers have been recalculated and are shown in the following tables. These tables are the portions of tables found in the document where noncommercial jetboat PAOT numbers were presented. The first table presented is a portion of table 2.25, Comparison of Alternatives. The following tables are from each of the alternatives concerning noncommercial jetboat use.

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Table 2.25 Comparison of Alternatives Private Recreational Jetboat Use – Summer Season (permits required)									
	Alt. A		Alt. B		Alt. C	Alt. D		Alt. E	
Length of Stay (days)	Max. Stay	Min. Stay	Max. Stay	Min. Stay		Max. Stay	Min. Stay	Max. Stay	Min. Stay
	10	1	7	1	10	1 & 7	1 & 2	10	1
BAOT	5 3	15	3	15	240	10		4	15
Max. people/jetboat*	30 10		15 10		12 10	30 10		30 10	
PAOT**	90 30	450 150	45	225 150	2880 2400	300 100		120 40	600 200

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** The maximum noncom. BAOT could only occur on one day of the week.

*** Based on individual private jetboat capacity.

Table 2.3 Season Factors Determining Salmon River Jetboat Maximum PAOT (Corrected Noncommercial Jetboats numbers) Alternative A		
Noncommercial Jetboats		
Season	Summer	
Length of Stay in Days	Maximum Stay 10	Minimum Stay 1
Maximum BAOT	3	15**
Maximum People per Boat	30 10***	
Maximum PAOT	90 30	450 150
Commercial Jetboats		
Maximum PAOT	540	
Maximum Total Jetboat PAOT	630 570	990 690

**** Jetboat PAOT = BAOT X People / Party.

Does Not Include Ingress/Egress Use Permitted for Private Property Access

These above corrections should be carried forward to Table 2.4 where they are added to

Table 2.7		
Season Factors Determining Salmon River Jetboat Maximum PAOT		
(Corrected Noncommercial Jetboats numbers)		
Alternative B		
Noncommercial Jetboats		
Season	Summer	
Length of Stay in Days	Maximum Stay	Minimum Stay
	7	1
Maximum BAOT	3	15**
Maximum People per Boat (party)	15- 10***	
Maximum PAOT	45 30	225- 150
Commercial Jetboats		
Maximum PAOT	270	
Maximum Total Jetboat PAOT	315- 300	495- 420

the float boat PAOT capacities.

Table 2.4		
Summary of PAOT Capacities for the Salmon River		
Alternative A		
	Summer	
	Jetboat	Float
Maximum PAOT in the River corridor by Use	630 – 570 990 - 690	2,400
Total PAOT in the river corridor –combined Jetboat and Float Use	3030-3390 2,970 – 3,090*	

* Does Not Include Ingress/Egress Use Permitted for Private Property Access

** The maximum noncom. BAOT could only occur on one day of the week.

*** Based individual private jetboat capacity.

**** Jetboat PAOT = BAOT X People / Party.

Does Not Include Ingress/Egress Use Permitted for Private Property Access

These above corrections should be carried forward to Table 2.8 where they are added to

Table 2.11 Season Factors Determining Salmon River Jetboat Maximum PAOT (Corrected Noncommercial Jetboats numbers) Alternative C	
Noncommercial Jetboats	
Season	Summer
Length of Stay in Days	Maximum Stay 10
Maximum BAOT	240
Maximum People per Boat (party)	12 10***
Maximum PAOT	2880 2400
Commercial Jetboats	
Maximum PAOT	540
Maximum Total Jetboat PAOT	3420 2904

the float boat PAOT capacities.

Table 2.8 Summary of PAOT Capacities for the Salmon River Alternative B		
	Summer	
	Jetboat	Float
Maximum PAOT in the River corridor by Use	315 - 495 300 - 420	130
Total PAOT in the river corridor –combined Jetboat and Float Use	445 - 625	430 – 580*

* Does Not Include Ingress/Egress Use Permitted for Private Property Access

*** Based individual private jetboat capacity.

**** Jetboat PAOT = BAOT X People / Party.

Does Not Include Ingress/Egress Use Permitted for Private Property Access

These above corrections should be carried forward to Table 2.12 where they are added to

Table 2.17 Season Factors Determining Salmon River Jetboat Maximum PAOT (Corrected Noncommercial Jetboats numbers) Alternative D		
Noncommercial Jetboats		
Season	Summer	
Length of Stay in Days	Maximum Stay 1 and 7	Minimum Stay 1 and 2
Maximum BAOT	10*	
Maximum People per Boat	30 10**	
Maximum PAOT	300 100	
Commercial Jetboats		
Maximum PAOT	540	
Maximum Total Jetboat PAOT	840 640	

the float boat PAOT capacities.

Table 2.12 Summary of PAOT Capacities for the Salmon River Alternative C		
	Summer	
	Jetboat	Float
Maximum PAOT in the River corridor by Use	3420 2904	2400
Total PAOT in the river corridor –combined Jetboat and Float Use	5820 5304*	

* Does Not Include Ingress/Egress Use Permitted for Private Property Access

* The maximum BAOT is 10 (5 single-day boats plus 5 overnight boats).

** Based on individual private jetboat capacity.

**** Jetboat PAOT = BAOT X People / Party.

Does Not Include Ingress/Egress Use Permitted for Private Property Access

These above corrections should be carried forward to Table 2.18 where they are added to

Table 2.22 Season Factors Determining Salmon River Jetboat Maximum PAOT (Corrected Noncommercial Jetboats numbers) Alternative E		
Noncommercial Jetboats		
Season	Summer	
Length of Stay in Days	Maximum Stay 10	Minimum Stay 1
Maximum BAOT	4	20**
Maximum People per Boat	30 10***	
Maximum PAOT	120 40	600 200
Commercial Jetboats		
Maximum PAOT	540	
Maximum Total Jetboat PAOT	660 580	1140 740

the float boat PAOT capacities.

Table 2.18 Summary of PAOT Capacities for the Salmon River Alternative D		
	Summer	
	Jetboat	Float
Maximum PAOT in the River corridor by Use	843 - 640	1,440
Total PAOT in the river corridor –combined Jetboat and Float Use	2274 2,080 *	

* Does Not Include Ingress/Egress Use Permitted for Private Property Access

** The maximum noncom. BAOT could only occur on one day of the week.

*** Based on individual private jetboat capacity.

**** Jetboat PAOT = BAOT X People / Party.

Does Not Include Ingress/Egress Use Permitted for Private Property Access

The above corrections should be carried forward to Table 2.23 where they are added to the float boat PAOT capacities.

Table 2.23		
Summary of PAOT Capacities for the Salmon River		
Alternative E		
	Summer	
	Jetboat	Float
Maximum PAOT in the River corridor by Use	630 – 580 1140 - 740	1,440
Total PAOT in the river corridor –combined Jetboat and Float Use	2100 - 2580 2,020 – 2,180*	

* Does Not Include Ingress/Egress Use Permitted for Private Property Access

Chapter 3

Page 3-4

Aviation Use and Landing Strip Maintenance. First paragraph, next to last sentence should read... "Advise Idaho Division of Aeronautics not to include on aeronautical charts or directories."

Page 3-15

Painter Bar Road. Second paragraph, last sentence should read... "This use is heaviest during the fall and summer with most use generated by recreationists camping along the road or riding their ATV's down Mackay Bar Road to the River."

Chapter 4

Page 4-37

Alternative D- Cultural Resources. First paragraph, first sentence, should read... "Under this alternative, use would be capped at a much lower level than alternatives A and C."

Chapter 5 - Public Involvement

p. 5-57

6th paragraph on page 5-57 references a *Frank Church – River of No Return Wilderness Programmatic and Operational Plan Draft Environmental Impact Statement Volume II C2-C3* (January, 1998)

p. 5-90

typo – change FDEIS to FEIS.

p. 5-93

Change reference to Appendix F to Appendix G.

p. 120, 121, 122

The referenced Jetboat and Aviation sections of Response to Comments was left out of the original document, they are included here as [Attachment A](#) (Aviation) and [Attachment B](#) (Jetboat).

Appendix A - Glossary

Page A-6

Emergency Use Only. Should read... "A designation that may be in this context assigned to landing strips within the FC-RONRW. Emergency use constitutes an unplanned event. Landing of aircraft on strips with this designation will only occur associated with unplanned events.

Page A-9

Jet back services. Should read... "Jet-back services are considered retrieving any floating party and/or equipment from Vinegar Creek or locations within the River Corridor and returning them or it to the Corn Creek boat launch."