

From: [Gardiner, Dawn](#)
To: [Combs, Brett A](#)
Subject: Fw: 2012 vs 2022 BOs - for Gravel Debris Review
Date: Tuesday, April 11, 2023 1:45:49 PM

From: Orms, Mary <mary_orms@fws.gov>
Sent: Thursday, February 16, 2023 4:20 PM
To: Gardiner, Dawn <dawn_gardiner@fws.gov>
Subject: Re: 2012 vs 2022 BOs - for Gravel Debris Review

No other that I can remember

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From: Orms, Mary <mary_orms@fws.gov>
Sent: Thursday, February 16, 2023 4:20:18 PM
To: Gardiner, Dawn <dawn_gardiner@fws.gov>
Subject: Re: 2012 vs 2022 BOs - for Gravel Debris Review

Only the security fence one

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From: Gardiner, Dawn <dawn_gardiner@fws.gov>
Sent: Thursday, February 16, 2023 1:50:36 PM
To: Orms, Mary <mary_orms@fws.gov>
Subject: Re: 2012 vs 2022 BOs - for Gravel Debris Review

Did we ever amend the 2012 BO, like in response to FAA's rewrites?

From: Orms, Mary <mary_orms@fws.gov>
Sent: Wednesday, February 15, 2023 7:25 PM
To: Gardiner, Dawn <dawn_gardiner@fws.gov>; Perez, Chris <chris_perez@fws.gov>
Subject: 2012 vs 2022 BOs - for Gravel Debris Review

Attached is the 2022 Take figures and wording on incidental take and the same for the 2012 BO. Also attached is the gravel debris field that TPWD delineated at the VLA. As per the figures you can see that the gravel fell beyond the 2012 areas of authorized take. The 2012 did not include take for anomalies. It was based on the evaporative cloud that was to form over the area from the deluge water. We were concerned it carried waer and could change the tidal flats.

The 2022 BO does cover anomalies and the gravel fell within the area of authorized take as far as I could see.