



Environmental Assessment – Adjacent Land Owner – Supplemental Answers

Date: November 4, 2015 – 6:30 PM
Location: Durango-La Plata County Airport Conference Room
AIP Project: Environmental Assessment
Subject: Coordination Kick-Off Meeting

- e. Would impacts to livestock and county roadways be included in the assessment?

Livestock impacts are not a specific category within the EA. However, impacts to water resources, air quality, noise, etc. are included which all relate to the well-being of people and property (including livestock) within the study area.

Also secondary impacts are considered and evaluated as part of the process. A traffic study is included as part of this analysis to gain an understanding of existing and future demand at these intersections: State Highway (SH) 172 and County Road (CR) 309; CR309 and CR309A; and SH 172 and CR338. The information will be used to analyze potential impacts to surrounding properties and roads.

- f. If the terminal would be relocated to the east side would there be visual impacts to properties on that side due to light?

An architectural sub-contractor, RS&H, is on the team to review light emissions and visual resources/visual character.

The light emission analysis includes the following:

- The degree to which the building would create annoyance or interference with normal activities and flight procedures from light emissions.*
- The degree to which the building would affect the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.*

The visual resources/visual character analysis includes the following:

- The extent to which the building would have the potential to affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources.*
- The extent to which the building would have the potential to contrast with the visual resources and/or visual character in the study area.*

- *The extent to which the building would have the potential to block or obstruct the views of visual resources and whether these resource would still be viewable from other locations.*

- m. Is this EA appealable or non-appealable? It has to be determined up front and made clear to the public as it is my understanding per the U.S. Forest Service NEPA process that if you become involved early and sign your name you have a better seat during the appeal or objection period.

Jviation coordinated with the FAA's environmental specialist, Kandice Krull. Kandice clarified that per FAA regulations an EA may be challenged after the finding is issued by the FAA. However, there is no appeal or objection period during the study.

- o. Who is funding these studies (Master Plan and Environmental Assessment) and why are we paying for these studies if tax payers haven't voted on the project (i.e. to spend \$140 million)?

The FAA, CDOT, and DRO funded the Master Plan and are funding the EA process. The total project cost is approximately \$1 million. The Federal Aviation Administration (FAA) issued a grant for approximately \$900,000 through the FAA Airport Improvement Program (AIP). The program requires a 10 percent local match. This match is being funded by a Colorado Department of Transportation (CDOT) grant and DRO.

Users of our air transportation system (including people shipping packages, private pilots, airline passengers and corporate aircraft users) pay for the costs of developing the United States' National Airspace System and a portion of public use airports. Similar to the national highway system, much of airports' infrastructure is paid for with user taxes on airline tickets, air freight, and aviation fuels.

Typically, federal funding is provided by the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) and state funding from the Colorado Department of Transportation (CDOT), Division of Aeronautics. AIP funds are derived from taxes on national and international travel, air cargo taxes, and noncommercial aviation fuel which are deposited in the federal aviation trust fund for the purpose of improving the nation's aviation infrastructure. Ultimately, the airport users fund the local share for improvements through rent, fees, passenger facility charges and purchases at Durango-La Plata County Airport.

- t. We're tired of the military aircraft operations at night. Are the military branches involved in the EA process? Are their future plans for airport use going to be included in this document?

All users of the airport are welcome to participate in the process; but the military is not specifically contacted for involvement.

Military operations were included as part of the Master Plan analysis (including noise) but were not taken into consideration for terminal size/planning. Since the EA is evaluating the expansion and possible relocation of the terminal, military operations and future plans are not considered.

It is recommended that neighbors write letters to the military branches to explain their concerns and requests for reduced operations at night. Airport staff cannot restrict military operations as it is a public use airport and the military has the right to utilize the facility as do others.

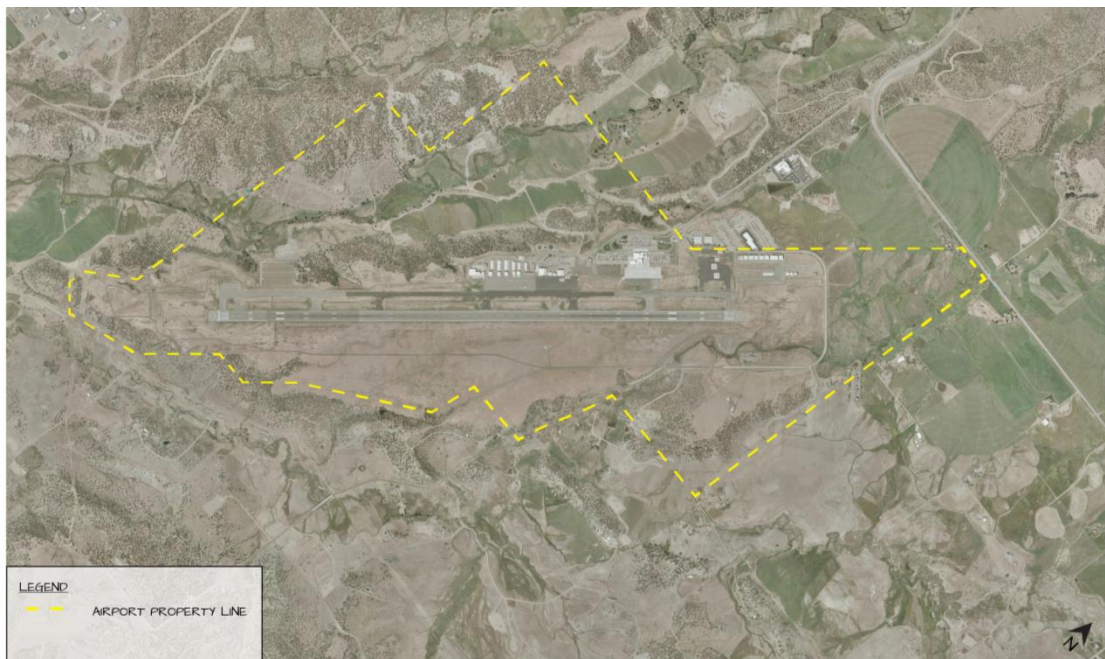
- v. A parking garage was considered on the west side in the Master Plan. How can that be? The prior airport manager told me that from the center of the runway out there are height restrictions. How many miles away is this parking lot going to be?

Yes, there are height restrictions and the further away from the runway the higher a structure can be. The Code of Federal Regulations - 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, is the guiding document for airports – <http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=14:2.0.1.2.9>

The parking garage would be three stories, provide parking for 1,000 vehicles, and located within the existing main parking area footprint.

- w. How much land does the airport own on the west side down toward the south?

The figure below illustrates DRO's property boundary.



- z. I heard from a county commissioner that they were going to sell portions of airport property and make a golf ball factory, etc.

Airport owners or sponsors that have accepted funds from the FAA through airport financial assistance programs are bound by obligations (assurances). These assurances require recipients to maintain and operate their facilities safely and efficiently and in accordance with specified conditions. Use of land, release of land, and acquisition of land are Included as part of these assurances. Consequently, DRO cannot simply sell land for non-aeronautical development at their will.

Additional information may be found here: http://www.faa.gov/airports/aip/grant_assurances/