

Master Plan Update

A stylized, dark silhouette of a mountain range with several peaks, positioned behind the main title text.

Durango La Plata County Airport

E. Airport Plans

Airport Plans

Introduction

The plan for the future development of Durango-La Plata County Airport has evolved from an analysis of many considerations. Among these are: aviation demand forecasts; and facility requirements; aircraft operational characteristics; environmental considerations; and the general direction of future airport development, as expressed by City of Durango and La Plata County officials. The four (4) proposed development alternatives that were presented in the previous chapter provided the Study Advisory Committee, City officials and County Commissioners with a variety of options for future facility expansion. Following a careful assessment of the potential impacts of each alternative, in conjunction with a review of the planning level cost estimates, a combination of the four alternatives is recommended for implementation.

Because previous chapters have established and quantified the future development needs of the airport, the various elements of the selected plan are categorically reviewed here in an outline and graphic format. A brief written description of the individual elements, represented in the set of Airport Plans for Durango-La Plata County Airport, is accompanied by a graphic description presented in the form of the Airport Layout Plan, the Airspace Plans, the Approach Profiles and Inner Approach Surface Drawing, and Terminal Area Development Plans.

It is recognized that future demand for facilities cannot be totally predicted at the airport, particularly during the latter stages of the twenty-year planning period. Therefore, particular emphasis is placed on the initial portion of the planning period, the first six years. Here, the projections are more definable and the magnitude of program accomplishment is more pronounced. Furthermore, carefully guided development within the initial years of the planning period is essential to the future expansion of this facility and the continued enhancement of aviation development.

Airport Layout Plan

The Airport Layout Plan (ALP), which illustrates both airside and landside facilities, is a graphic depiction of the existing and ultimate airport facilities that will be required to enable the airport to properly accommodate the forecast future demand. In addition, the ALP provides detailed information on both airport and runway design criteria, which is necessary to define relationships with applicable standards. The following illustration, entitled *AIRPORT LAYOUT PLAN*, and the following paragraphs describe the major components of the future airport Development Plan.

Runway System

The following development recommendations for Runway 02/20 are presented in the following text.

Dimensions: The runway is to be extended approximately 734 feet to the north for an ultimate length of 9,935 feet. The runway width would be maintained at 150 feet. In addition, runway blast pads (200' x 200' square) and shoulders (25' width) are to be added to the runway

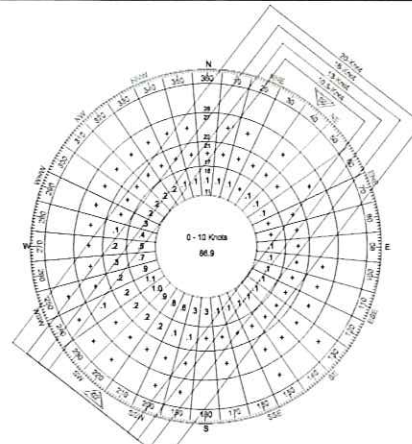
Pavement: Maintain existing gross weight bearing capacity (95,000 pounds single wheel, 150,000 pounds dual-wheel, and 210,000 pounds dual tandem wheel main gear configuration.). In addition, the longitudinal gradient of the south end of Runway 02/20 is to be corrected to meet standards. This will require overlaying the existing runway and runway shoulder with a variable thickness of new pavement; however, the maximum overlay thickness would be approximately three (3) feet.

ARC Dimensional Criteria: Maintain existing ARC D-IV design standards.

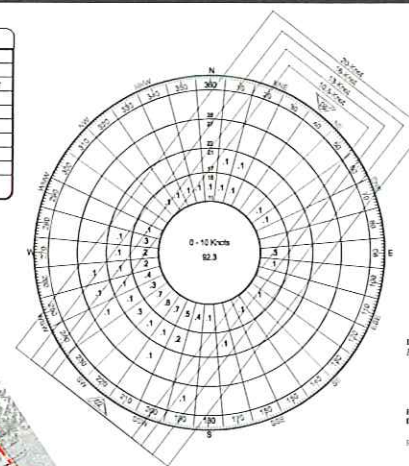
Instrument Approach Criteria: Maintain existing ILS precision approach standards to Runway 02. Also, protect for the future implementation of a GPS approach procedure with vertical guidance (APV) and $\frac{3}{4}$ -mile approach visibility minimums to Runway 20. In addition, the existing localizer antenna facility is to be relocated outside of the Runway 20 approach end safety area.

Runway Protection Zone (RPZ): The existing Runway 02 RPZ dimension (i.e., 1,000' x 1,750' x 2,500') is to be maintained, while the size of the Runway 20 RPZ is to be enlarged (i.e., 1,000' x 1,510' x 1,700') to comply with the specified RPZ design standards for the upgraded $\frac{3}{4}$ -mile approach visibility minimums.

NON-STANDARD CONDITIONS					
ITEM	STANDARD		NON-STANDARD		REMARKS
	EXISTING ±0.8%	FUTURE ±0.6%	EXISTING 1.1%	FUTURE NONE	
RUNOFF GRADIENT SOUTH QUARTER LENGTH OF THE RUNOFF					TO BE CORRECTED WITH FUTURE GRADIENT PROJECT



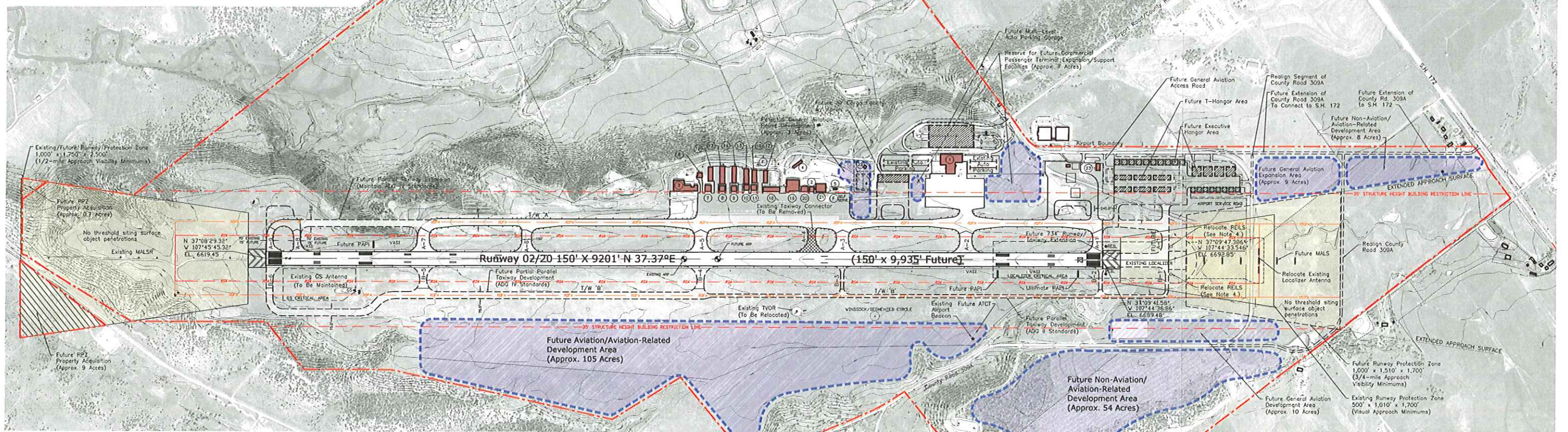
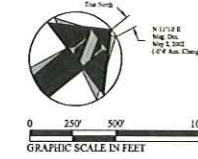
Runway Designation	24-Knot Grosswind Component	10.5-Knot Grosswind Component
Runway (12, 20)	99.80%	96.03%
Runway (02)	77.64%	75.70%
Runway (20)	85.32%	88.56%



Runway Designation	Wind Coverage Provided Under ITR Conditions - 20 Knot Maximum Grounded	Wind Coverage Provided Under ITR Conditions - 10-Knot Maximum Grounded
Runway 02, 20	100.0%	100.0%
Runway 02	83.53%	87.50%
Runway 20	80.29%	88.17%

Source: "Wind coverage analysis provided by Durango Development & Consulting, Inc. for the Durango 1st Flare County Airport Master Plan Update, 2010-2012."

* Wind coverage less than 100% does not mean that there is a greater than 10% chance that the runway will not be usable.

[illegible]

RUNWAY DATA		RUNWAY 02/20	
		EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS		1/2-MILE/1-MILE	1/2-MILE/3/4-MILE
FAR PART 77 APPROACH SLOPE		50/174.1	50/161.1
RUNWAY WIDTH X LENGTH		150' X 5,201'	150' X 9,935'
PAVEMENT TYPE		GROOVED ASPHALT	GROOVED ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)		554/1500/2100T	554/1500/2100T
RUNWAY LIGHTING		HRL	HRL
EFFECTIVE RUNWAY GRADIENT %		0.8	0.8
MAXIMUM GRADE WITH RUNWAY LENGTH		1.1%	0.6%
RUNWAY LINE-OF-SITE		CRITERIA NOT MET	CRITERIA MET
WIND COVERAGE % (20 KNOTS)		99.8	99.8
VISUAL APPROACH AIDS		MALSR,VASI/VASI	MALSR,VASI/VASI
INSTRUMENT APPROACH AIDS		LS/VOR	LS/VOR
AIRPORT REFERENCE CODE		D-V	D-V
CRITICAL AIRCRAFT		UNCLASSIFIED	UNCLASSIFIED
LENGTH OF HAUL		800 HW	800 HW
RUNWAY SAFETY AREA DIMENSIONS		500' X 11,201'	500' X 11,935'
RUNWAY OBJECT FREE AREA DIMENSIONS		800' X 11,201'	800' X 11,935'
OBSTACLE FREE ZONE CRITERIA		CRITERIA MET	CRITERIA MET
END END COORDINATES		LAT. N 37°04'29.33" LONG. W 107°45'48.05"	LAT. N 37°04'29.33" LONG. W 107°45'48.05"
RUNWAY ELEVATIONS	END	6619.45/6659.48	6619.45/6652.85
	HIGH POINT	6659.48	6652.85
	LOW POINT	6619.45	6619.45
TOUCHDOWN ZONE ELEVATION		6642.82/6659.48	6642.82/6652.85

NO.	DESCRIPTION	TOP ELEVATION
1	PASSENGER TERMINAL	6710.9'
2	HANGAR	6568.4'
3	APPT./SSE	6592.4'
4	RENTAL CAR MAINTENANCE FACILITY	6579.2'
5	ELECTRICAL VAULT	6577.7'
6	EXECUTIVE HANGAR	6677.2'
7	EXECUTIVE HANGAR	6584.4'
8	EXECUTIVE HANGAR	6593.7'
9	EXECUTIVE HANGAR	6687.8'
10	EXECUTIVE HANGAR	6589.3'
11	EXECUTIVE HANGAR	6688.6'
12	T-HANGAR	6679.8'
13	T-HANGAR	6576.2'
14	T-HANGAR	6675.0'
15	T-HANGAR	6680.1'
16	T-HANGAR	6680.6'
17	T-HANGAR	6660.1'
18	T-HANGAR	6582.2'
19	FBO/MAINTENANCE HANGAR	6704.4'
20	FBO HANGAR	6668.5'
21	FBO HANGAR	6684.1'
22	WATER TANKS	6797.1'
23	US FOREST SERVICE BASE	6707 ±

[illegible]

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	—	—
AIRPORT SECURITY FENCE	—	—
AIRPORT BUILDINGS	—	—
AIRFIELD PAVEMENT	—	—
PAVED ROADS	—	—
RUNWAY PROTECTION ZONE	—	—
BUILDING RESTRICTION LINE	—	—
RUNWAY SAFETY AREA	—	—
RUNWAY OBJECT FREE AREA	—	—
FUEL STORAGE AREA	—	—
AIRPORT BEACON	—	—
LIGHTED WIND CONE & SEGMENTED CIRCLE	—	—
PREDICTION APPROACH PATH INDICATOR (PAP)	—	—
RUNWAY END IDENTIFIER LIGHTS (REL)	—	—
VISUAL APPROACH SLOPE INDICATOR (VASI)	—	—

- NOTES**

 1. This drawing reflects current planning standards applicable to Durango La-Plata County Airport to the greatest extent possible. This drawing should not be used as a standard for planning or design.
 2. All coordinate data is NAD83 NAVD83.
 3. Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK (May 14, 2001).
 4. REIL relocation project is dependent upon implementation phasing of the MALS project.

Figure E1 Airport Layout Plan

Runway Lighting: Maintain Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) to serve Runway 02 and upgrade the existing Runway 20 REILs with Medium Intensity Approach Lighting System (MALS) commensurate with the implementation of the Runway 20 instrument approach upgrades. However, if it is determined that the future installation of the MALS is not appropriate, it is recommended that the existing Runway 20 REILs be maintained and or relocated commensurate with the future Runway 20 extension. Also, upgrade the existing VASIs with PAPIs at each runway end, and maintain the existing high intensity runway lights (HIRLs).

Taxiway System

The development recommendations for the taxiway system are presented in the following text.

Dimensions: Extend west side parallel taxiway (i.e., Taxiway “A”) to connect with the approach end of Runway 02, and maintain Airplane Design Group (ADG) IV standards with a 75-foot width. It should be noted that this project is referenced on the FAA’s Northwest Mountain Region Regional Airport Plan (RAP) as an important regional improvement that would reduce the potential for runway incursions. In order to comply with current precision instrument approach requirements, a parallel taxiway must lead to the runway threshold, keeping airplanes outside the obstacle free zone (OFZ). The FAA has indicated that the existing Runway 02 ILS approach minimums may have to be increased unless Taxiway “A” is fully extended to serve the Runway 02 threshold.

Taxiway “A” is also to be extended approximately 734 feet to the north in conjunction with the proposed runway extension, to provide access to the future general aviation development area located northwest of the current approach end of Runway 20. In addition, the existing “A-4” connector taxiway is programmed for removal.

Pavement: Maintain existing gross weight bearing capacity commensurate with the runway.

Taxiway Lighting: Extend the existing system of Medium Intensity Taxiway Lights (MITLs) in conjunction with the proposed extensions of Taxiway “A”.

New Taxiway Development

Dimensions: Construct east side parallel taxiway system (i.e., Taxiway “B” and the associated connectors). Depending on an FAA project phasing determination regarding the full-length extension of Taxiway “A”, the south half of Taxiway “B” (extending southward from the existing Taxiway “A-5” connector) may be constructed to ADG IV

with a 75-foot width. The balance of the taxiway system would be constructed to ADG II standards with a 35-foot width. If Taxiway "A" is developed as expected, the full length of Taxiway "B" would be developed to ADG II standards with a 35-foot width.

Pavement: The recommended gross weight bearing capacity is to be commensurate with the runway.

Taxiway Lighting: Install MITLs associated with the ADG IV portion of the taxiway (i.e., the south half) and install edge reflectors to the balance of the east side parallel taxiway system.

Property/Easement Acquisition

The airport sponsor (i.e., the City of Durango and La Plata County) presently own the majority of the existing RPZs at each runway end. However, a portion of the existing Runway 02 RPZ does extend across the adjacent county road. Therefore, the following property/easement acquisition requirements are presented.

Runway 02 RPZ (Existing).

Property or Easement Acquisition: 9.0 acres.

Landside Development

The ALP also allocates various development areas for landside facilities. It is recognized that the development of these areas will be demand driven; therefore, where appropriate, options have been provided for the type of facilities that are likely to develop within a certain area. Illustrations and accompanying discussion of the proposed landside development are detailed in the *LANDSIDE DEVELOPMENT AREA PLAN* section described in the following pages.

Airspace Plan

The Airspace Plan for the airport is based upon Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. In order to protect the airport's airspace and approaches from hazards that could affect the safe and efficient operation of aircraft, federal criteria contained in the FAR Part 77 document have been established to provide guidance in controlling the height of objects in the vicinity of the airport. FAR Part 77 criteria specify a set of imaginary surfaces which, when penetrated, designate an object as being an obstruction.

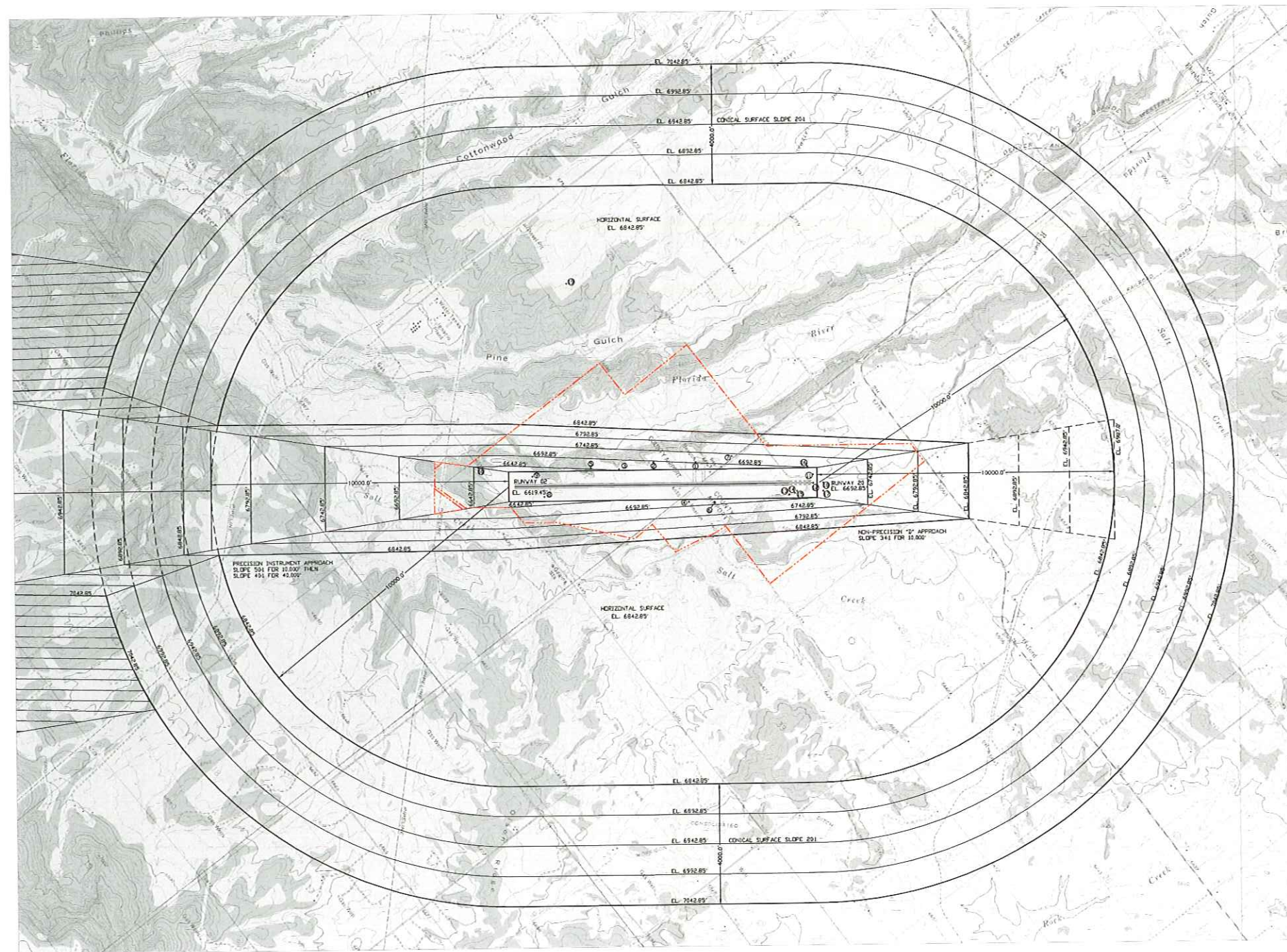
The Airspace Plan, which is illustrated in the following figures, provides plan and profile views that depict these criteria as they specifically relate to Durango-La Plata County Airport. The plan is based on the ultimate planned runway lengths, along with the ultimate planned approaches to each runway end. Therefore, it is based on larger-than-utility airport criteria with a precision instrument approach to Runway 02 and a non-precision instrument approach with vertical guidance (NPV) to Runway 20.

Inner Portion of the Approach Surface Plans

To provide a more detailed view of the inner portions of the Part 77 imaginary approach surfaces and the Runway Protection Zones (RPZs), the following drawings are provided. An RPZ is trapezoidal in shape, centered about the extended runway centerline, and typically begins 200 feet beyond the end of the runway. The RPZs are safety areas within which it is desirable to clear all objects (although some uses are normally acceptable). The size of the RPZ is contingent upon the approach category of the design aircraft and the visibility minimums associated with the type of approach (visual and not lower than one mile, not lower than three-quarters of a mile, and lower than three-quarters of a mile). As noted in previous sections, the existing Runway 02 RPZ dimension (i.e., 1,000' x 1,750' x 2,500') is to be maintained. However, the size of the Runway 20 RPZ is to be enlarged (i.e., 1,000' x 1,510' x 1,700') in conjunction with the proposed $\frac{3}{4}$ -mile approach visibility minimum upgrade.

Generally speaking, the airport sponsor, as either fee simple acquisition or as an easement, should control the RPZs. If an easement is purchased, it is a purchase of the air rights over the actual ground. It is recognized that the airport will need to acquire additional property to control the balance of the existing Runway 02 RPZ.

The Inner Portion of the Approach Surface Drawings that are depicted in the Figures F5 and F6 provide large-scale drawings with both plan and profile delineations. They are intended to facilitate identification of the roadways, utility lines, railroads, structures, and other possible obstructions that may lie within the confines of the inner approach surface area associated with each runway end. The illustrations also depict the approach clearance requirements specified by threshold siting criteria. As with the *Airspace Plan*, the *Inner Portion of the Approach Surface Drawings* are based on the ultimate planned runway length, along with the ultimate planned approach to each runway.



AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	6559.43'	6552.85'
AIRPORT REFERENCE POINT (ARP)	US & BUREAU OF LAND MANAGEMENT	US & BUREAU OF LAND MANAGEMENT
AIRPORT REFERENCE CODE (ARP)	D-V	D-V
NPAS CATEGORY	COMM. SERV.	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	56.9'	56.9'
TAXIWAY LIGHTING	MTL	MTL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
AIRPORT PROPERTY (APES)	1013	1022
UNICOM (MHz)	122.55	122.55

OBSTRUCTION DATA				
NO.	DESCRIPTION	ELEVATION	PENETRATION	PART 77 SURFACE DISPOSITION
1	OL ON AIRPORT BEACON	6720'	31'	TRANSITIONAL NONE
2	ANTENNA ON BUILDING	6658'	35'	TRANSITIONAL NONE
3	TREE	6654'	11'	TRANSITIONAL TO BE REMOVED
4	OL ON VOR/DME	6652'	14'	TRANSITIONAL NONE
5	TREE	6644'	1'	TRANSITIONAL TO BE TRIMMED
6	LIGHTED WINDSOCK	6631'	2'	TRANSITIONAL NONE
7	ROAD ON LIGHT	6727'	7'	TRANSITIONAL NONE
8	OL ON GUIDESLOPE	6658'	33'	PRIMARY NONE
9	WINDSOCK	6627'	9'	PRIMARY NONE
10	TREE	6621'	10'	CLEAR R/W 02 APP. NONE
11	ANTENNA ON BUILDING	6702'	13'	PRIMARY RELOCATED
12	OL ON LOCALIZER	6637'	8'	PRIMARY LIMITED ACCESS
13	ROAD	6655'(n)	9'	PRIMARY LIMITED ACCESS
14	ROAD	6635'(n)	10'	PRIMARY LIMITED ACCESS
15	FENCE	6689'	9'	PRIMARY RELOCATED
16	ROAD	6708'(n)	2'	CLEAR TRANSITIONAL NONE
17	TREE	6707'	13'	R/W 20 APP. TO BE REMOVED
18	ROAD	6707'(n)	8'	R/W 20 APP. LIMITED ACCESS
19	TOWER (130' x 40' x 10')	6818'	21'	CLEAR HORIZONTAL NONE

(n) FIFTEEN (15) FEET ADDED TO DETERMINE PUBLIC ROAD CLEARANCE.
TEN (10) FEET ADDED TO DETERMINE AIRPORT ACCESS ROAD CLEARANCE.

NOTE: 1. OBSTRUCTIONS TAKEN FROM NTS 00450, DURANGO-LA PLATA COUNTY AIRPORT, DURANGO, COLORADO, PUB. NOV. 1993. NAVD83, NAVD29.
2. SURFACES TAKEN FROM FAA FAR PART 77.
3. PENETRATION ADJUSTED +4.15' FOR NAVD83 ELEVATION.

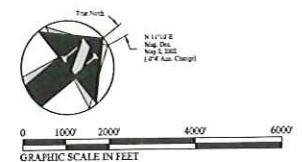
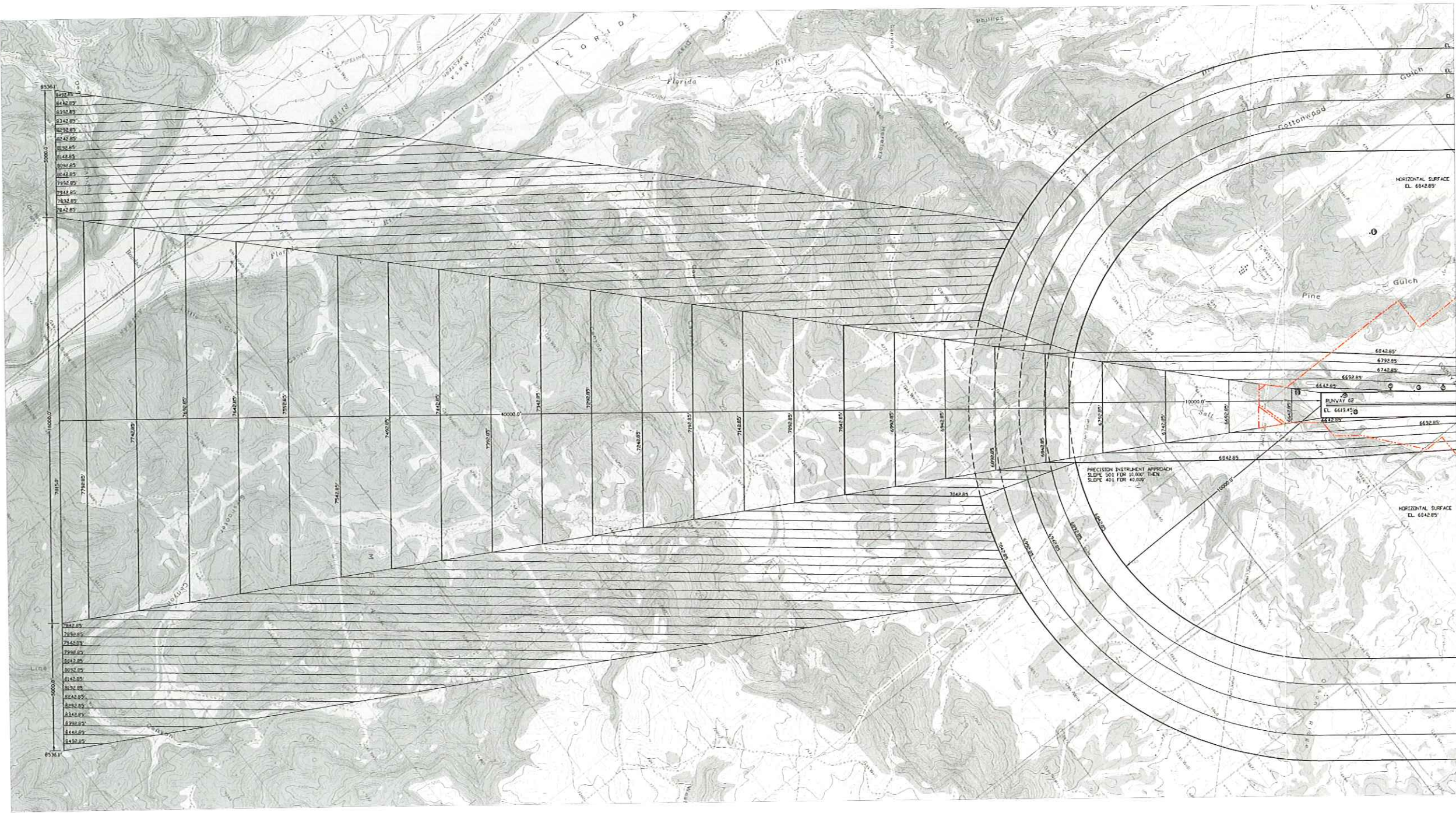


Figure E2 Airport Airspace Drawing/Plan View Conical Surface



AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	6699.43'	6692.85'
AIRPORT REFERENCE POINT (APP)	LN 2 10000'	LN 2 10000'
AIRPORT REFERENCE CODE	D-IV	D-IV
IFAS CATEGORY	COMM. SERV.	COMM. SERV.
NEAR MAX TEMPERATURE (HOTTEST MONTH)	96.9°	96.9°
TAXIWAY LIGHTING	MTL	MTL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
AIRPORT PROPERTY (ACRES)	1013	1022
UNICOM (MHz)	122.95	122.95

OBSTRUCTION DATA				
NO.	DESCRIPTION	ELEVATION	PENETRATION	PART 77 SURFACE DISPOSITION
1	OL ON AIRPORT BEACON	6720'	31'	TRANSITIONAL NONE
2	ANTENNA ON BUILDING	6655'	35'	TRANSITIONAL NONE
3	TREE	6654'	11'	TRANSITIONAL TO BE REMOVED
4	OL ON VOR/DME	6682'	14'	TRANSITIONAL NONE
5	TREE	6644'	1'	TRANSITIONAL TO BE TRIMMED
6	LIGHTED WINDSOCK	6681'	2'	TRANSITIONAL NONE
7	ROAD ON LIGHT	6727'	7'	TRANSITIONAL NONE
8	OL ON GLIDESLOPE	6658'	33'	PRIMARY NONE
9	WINDSOCK	6627'	9'	PRIMARY NONE
10	TREE	6621'	10'	R/W 02 APP. NONE
11	ANTENNA ON BUILDING	6702'	13'	PRIMARY RELOCATED
12	OL ON LOCALIZER	6697'	8'	PRIMARY RELOCATED
13	ROAD	6655 (n)	9'	PRIMARY LIMITED ACCESS
14	ROAD	6656 (n)	10'	PRIMARY LIMITED ACCESS
15	FENCE	6683'	9'	PRIMARY RELOCATED
16	ROAD	6706 (n)	2' CLEAR	TRANSITIONAL NONE
17	TREE	6707'	13'	R/W 20 APP. TO BE REMOVED
18	ROAD	6707 (n)	8'	R/W 20 APP. LIMITED ACCESS
19	TOWER (100' & 40V DIB)	6818'	21' CLEAR	HORIZONTAL NONE

(n) FIFTEEN (15) FEET ADDED TO DETERMINE PUBLIC ROAD CLEARANCE
TEN (10) FEET ADDED TO DETERMINE AIRPORT ACCESS ROAD CLEARANCE

NOTE: 1. OBSTRUCTIONS TAKEN FROM NOS 00450, DURANGO-LA PLATA COUNTY AIRPORT, DURANGO, COLORADO, PUB. NOV. 1993, NAD83, NAVD83
2. SURFACES TAKEN FROM FAA PART 77
3. PENETRATION ADJUSTED +4.15' FOR NAVD83 ELEVATION

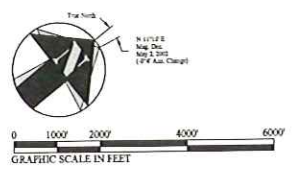
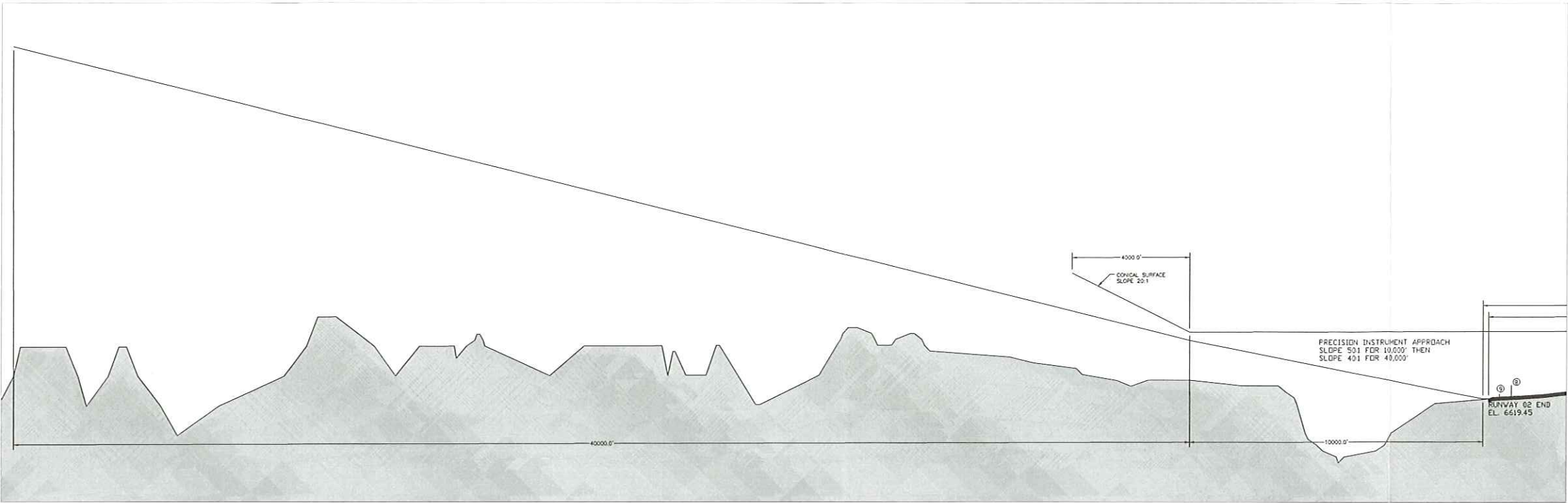
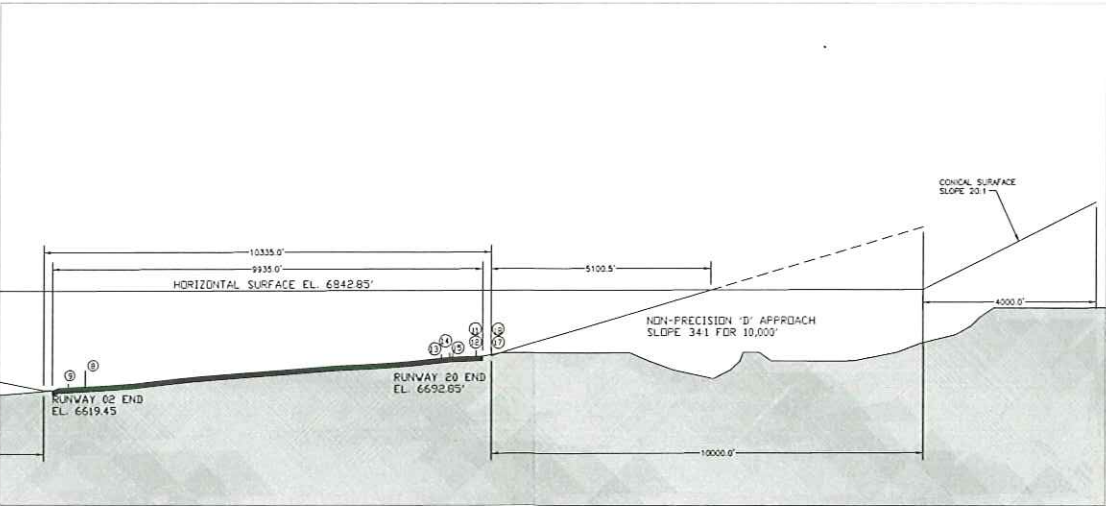


Figure E3 Airport Airspace Drawing/Plan View Runway 02 Approach



RUNWAY 02 APPROACH
1" = 2000' HORIZONTALLY
1" = 200' VERTICALLY



RUNWAY 20 APPROACH
1" = 2000' HORIZONTALLY
1" = 200' VERTICALLY

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	6693.48'	6692.85'
AIRPORT REFERENCE POINT (ARP)	US # 1555555	US # 1555555
AIRPORT REFERENCE CODE	D-IV	D-IV
NPIAS CATEGORY	COMM. SERV.	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	55.9'	55.9'
TAXIWAY LIGHTING	MFL	MFL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
AIRPORT PROPERTY (ACRES)	1013	1022
UNICOM (MHz)	122.95	122.95

OBSTRUCTION DATA				
NO.	DESCRIPTION	ELEVATION	PENETRATION	DISPOSITION
1	OL ON AIRPORT BEACON	6720'	31'	TRANSITIONAL
2	ANTENNA ON BUILDING	6698'	35'	TRANSITIONAL
3	TREE	6654'	11'	TRANSITIONAL
4	OL ON VOR/DME	6682'	14'	TRANSITIONAL
5	TREE	6644'	1'	TRANSITIONAL
6	LIGHTED WINDSOCK	6681'	2'	TRANSITIONAL
7	ROD ON LIGHT	6727'	7'	TRANSITIONAL
8	OL ON GLIDESLOPE	6658'	38'	PRIMARY
9	WINDSOCK	6627'	9'	PRIMARY
10	TREE	6621'	10'	R/W 02 APP.
11	ANTENNA ON BUILDING	6702'	13'	PRIMARY
12	OL ON LOCALIZER	6697'	8'	PRIMARY
13	ROAD	6655'(n)	9'	PRIMARY
14	ROAD	6655'(n)	10'	PRIMARY
15	FENCE	6652'	9'	PRIMARY
16	ROAD	6706'(n)	2'	TRANSITIONAL
17	TREE	6707'	13'	R/W 20 APP.
18	ROAD	6707'(n)	8'	R/W 20 APP.
19	TOWER (100' x 400')	6818'	21'	HORIZONTAL

(n) FIFTEEN (15) FEET ADDED TO DETERMINE PUBLIC ROAD CLEARANCE.
TEN (10) FEET ADDED TO DETERMINE AIRPORT ACCESS ROAD CLEARANCE.
NOTE: 1. OBSTRUCTIONS TAKEN FROM NOS 00480, DURANGO-LA PLATA COUNTY AIRPORT, DURANGO, COLORADO, PUB. NOV. 1993. NAD83, NAVD29
2. SURFACES TAKEN FROM FAA FAR PART 77.
3. PENETRATION ADJUSTED +4.15' FOR NAVD83 ELEVATION.

NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.

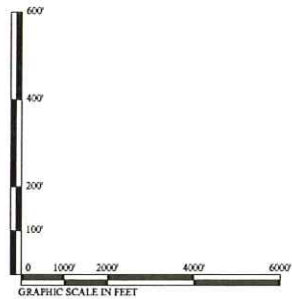
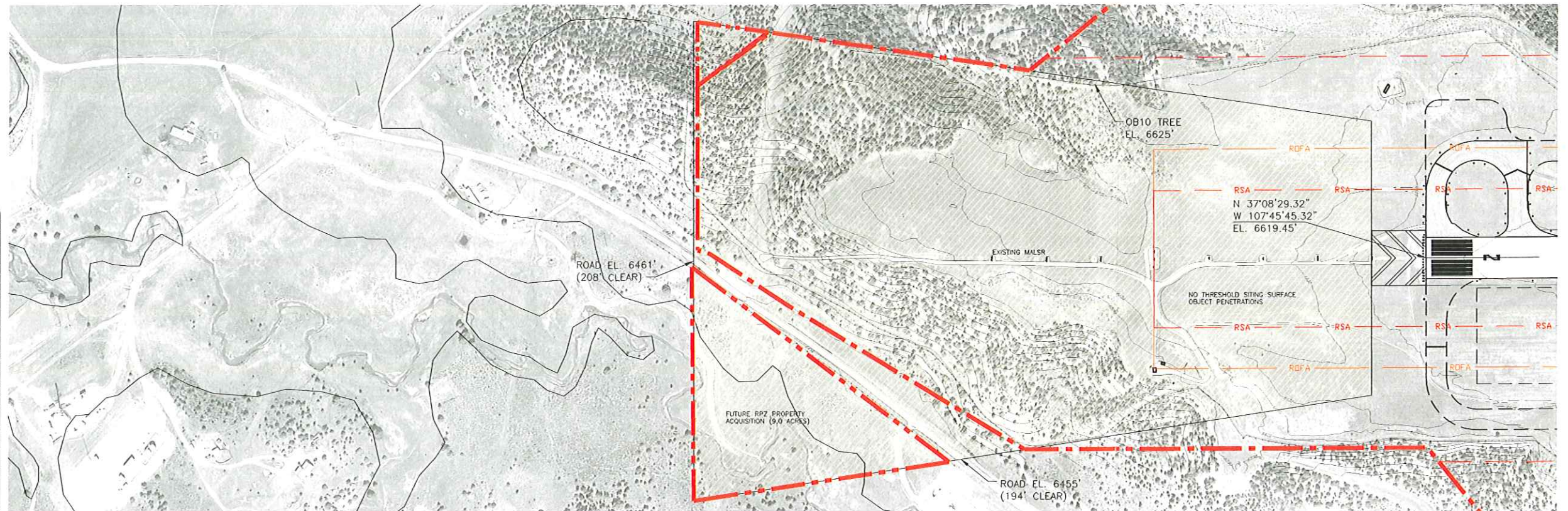


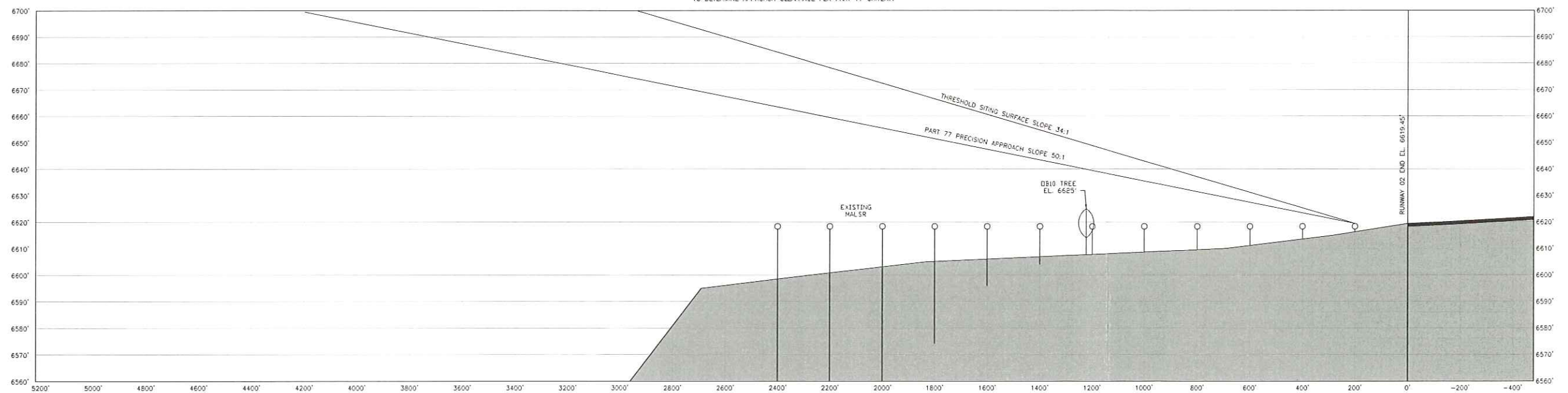
Figure E4 Airport Airspace Drawing/Runway Profile Views

RUNWAY DATA		RUNWAY 02/20	
APPROACH VISIBILITY MINIMUMS		EXISTING	FUTURE
FAR PART 77 APPROACH SLOPE		1/2-MILE/1-MILE	1/2-MILE/3/4-MILE
RUNWAY WIDTH X LENGTH		501/341	501/341
PAVEMENT TYPE		150' X 240'	150' X 9,935'
PAVEMENT STRENGTH (IN 1000 LBS.)		GROOVED ASPHALT	GROOVED ASPHALT
RUNWAY LIGHTING		555/1500/2100T	555/1500/2100T
EFFECTIVE RUNWAY GRADIENT %		HRL	HRL
MAXIMUM GRADE WITH RUNWAY LENGTH		0.8	0.8
RUNWAY LINE-OF-SITE		1.1%	0.8%
WIND COVERAGE % (20 KNOTS)		CRITERIA NOT MET	CRITERIA MET
VISUAL APPROACH AIDS		93.8	93.8
INSTRUMENT APPROACH AIDS		MALSR,VASI/VASI	MALSR,PAPI,MALSR,VASI
AIRPORT REFERENCE CODE		ILSVOR	ILSVOR
CRITICAL AIRCRAFT		0-IV	0-IV
LENGTH OF HAIL		95-200	95-200
RUNWAY SAFETY AREA DIMENSIONS		1,000'x250' 1,000'x200'	1,000'x250' 1,000'x200'
RUNWAY OBJECT FREE AREA DIMENSIONS		800'x44'	800'x44'
OBSTACLE FREE ZONE CRITERIA		500' X 11,201'	500' X 11,935'
RUNWAY END COORDINATES		800' X 11,201'	800' X 11,935'
		CRITERIA MET	CRITERIA MET
		LAT. N 37°08'29.33"	LAT. N 37°08'29.33"
		LONG. W 107°45'48.05"	LONG. W 107°45'48.05"
		LAT. N 37°08'41.56"	LAT. N 37°08'41.56"
		LONG. W 107°44'33.08"	LONG. W 107°44'33.08"
RUNWAY ELEVATIONS	END	6619.45/6689.45	6619.45/6692.85
	HIGH POINT	6689.45	6692.85
	LOW POINT	6619.45	6619.45
	TOUCHDOWN ZONE ELEVATION	6642.82/6689.45	6642.82/6692.85



PLAN
1" = 200'

(N) 10' ADDED TO LIMITED ACCESS ROADS, 15' ADDED TO PUBLIC ACCESS ROADS, 17' ADDED TO HIGHWAYS, 23' ADDED TO RAILWAYS TO DETERMINE APPROACH CLEARANCE PER PART 77 CRITERIA



PROFILE

1" = 20' VERTICALLY
TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE
WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.

[illegible]

NOTES

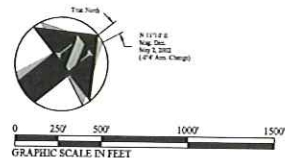
1. This drawing reflects current planning standards applicable to Durango La-Plata County Airport to the greatest extent possible. This drawing should not be used as a standard for planning or design.
2. All coordinate data is NAD83.
3. Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK (May 14, 2001).

AIRPORT DATA			LAYOUT PLAN LEGEND		
AIRPORT ELEVATION (AVSL)	EXISTING	FUTURE	AIRPORT PROPERTY LINE	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)	6252.45'	6252.45'	AIRPORT SECURITY FENCE	X	X
AIRPORT REFERENCE CODE	0-I	0-I	AIRPORT BUILDINGS		
NPAS CATEGORY	COMM. SERV.	COMM. SERV.	AIRFIELD PAVEMENT		
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	55.9°	55.9°	PAVED ROADS		
TAXIWAY LIGHTING	MFL	MFL	PAVED PROTECTION ZONE		
TAXIWAY MARKING	CENTERLINE	CENTERLINE	BUILDING RESTRICTION LINE		
AIRPORT PROPERTY (ACRES)	1013	1022	RUNWAY SAFETY AREA		
UNICOM (MHz)	122.95	122.95	RUNWAY OBJECT FREE AREA		
			FUEL STORAGE AREA		
			AIRPORT BEACON		
			LIGHTED WIND CONE & SEMI-CIRCLED CIRCLE		
			PRECISION APPROACH PATH INDICATOR (PAPI)		
			RUNWAY END IDENTIFIER LIGHTS (REIL)		

Figure E5 **Inner Approach Drawing/Runway 02 Plan & Profile**



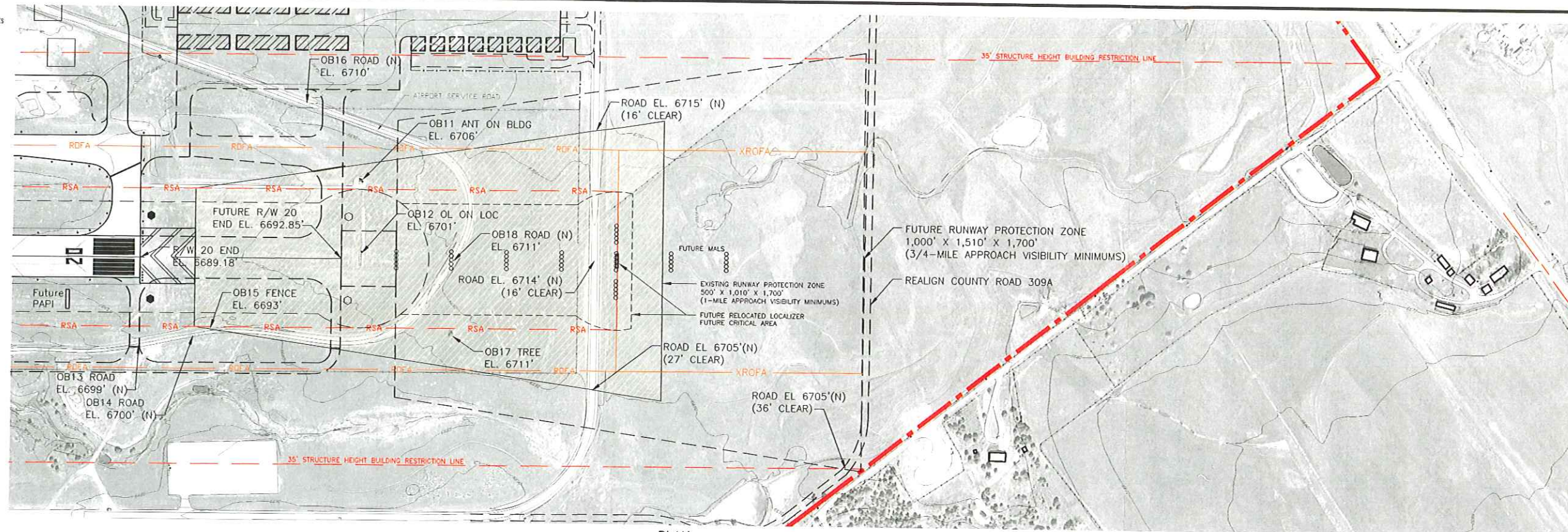
Durango-La Plata
COUNTY AIRPORT
Master Plan Update



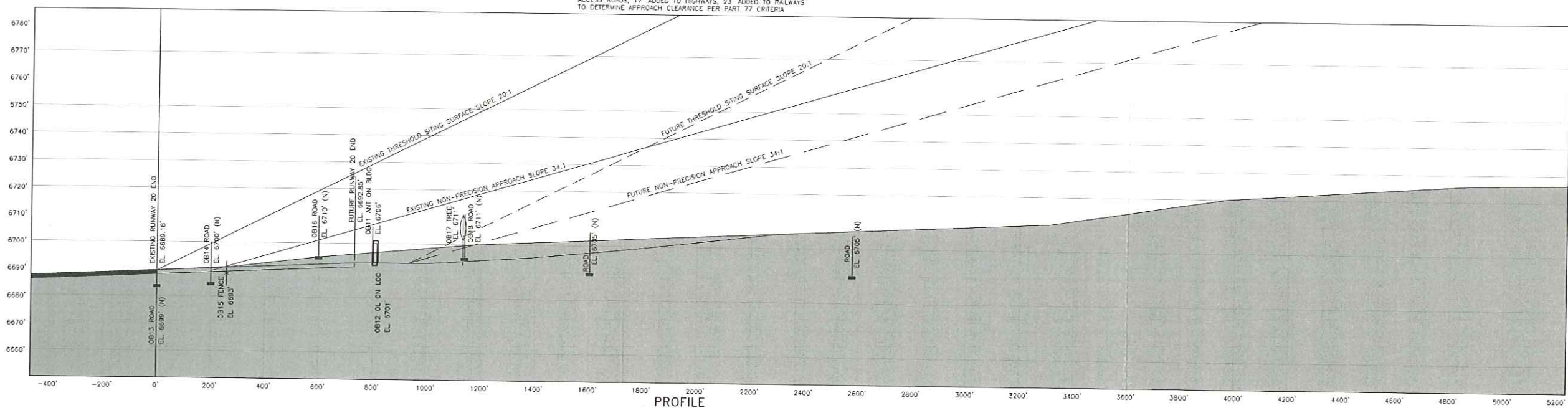
RUNWAY DATA	
	RUNWAY 02/20
APPROACH VISIBILITY MINIMUMS	EXISTING 1/2-MILE/1-MILE FUTURE 1/2-MILE/3/4-MILE
PAR PART 77 APPROACH SLOPE	50/1/34.1 50/1/24.1
RUNWAY WIDTH X LENGTH	150' X 9,201' 150' X 9,935'
PAVEMENT TYPE	GROOVED ASPHALT GROOVED ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)	95A/1500/2100T 95A/1500/2100T
RUNWAY LIGHTING	HIRL HIRL
EFFECTIVE RUNWAY GRADIENT %	0.8 0.8
MAXIMUM GRADE WITHIN RUNWAY LENGTH	1.1% 0.8%
RUNWAY LINE-OF-SITE	CRITERIA NOT MET CRITERIA MET
WIND COVERAGE % (20 KNOTS)	93.8 93.8
VISUAL APPROACH AIDS	MALSR/VASI/VASI MALSR/VASI/VASI
INSTRUMENT APPROACH AIDS	ILS/VOR ILS/VOR
AIRPORT REFERENCE CODE	D-IV D-IV
CRITICAL AIRCRAFT	CRITICAL AIRCRAFT
LENGTH OF HAUL	800' 800'
RUNWAY SAFETY AREA DIMENSIONS	500' X 11,201' 500' X 11,935'
RUNWAY OBJECT FREE AREA DIMENSIONS	800' X 11,201' 800' X 11,935'
OBSTACLE FREE ZONE CRITERIA	CRITERIA MET CRITERIA MET
RUNWAY END COORDINATES	LAT. N 37°08'29.33" LONG. W 107°43'48.08" LAT. N 37°08'29.33" LONG. W 107°43'48.08"
RUNWAY ELEVATIONS	END 6619.45' / 6659.45' HIGH POINT 6669.45' LOW POINT 6619.45'
TOUCHDOWN ZONE ELEVATION	6642.82' / 6659.45' 6642.82' / 6659.45'

PART 77 OBSTRUCTIONS			
NO.	DESCRIPTION	ELEV.	PENETRATION/POSITION
OB11	ANT ON BLDG	6705'	NONE TO BE RELOCATED
OB12	OL ON LOC	6701'	NONE TO BE RELOCATED
OB13	ROAD	6699'	10' TO BE AIRPORT SERVICE ROAD
OB14	ROAD	6700'	11' TO BE AIRPORT SERVICE ROAD
OB15	FENCE	6693'	2' TO BE RELOCATED
OB16	ROAD	6710'	9' TO BE AIRPORT SERVICE ROAD
OB17	TREE	6711'	NONE (12') TO BE REMOVED
OB18	ROAD	6711'	NONE (12') TO BE RELOCATED

(N) 10' ADDED TO LIMITED ACCESS ROADS, 15' ADDED TO PUBLIC ACCESS ROADS, 17' ADDED TO HIGHWAYS, 23' ADDED TO RAILWAYS TO DETERMINE APPROACH CLEARANCE PER PART 77 CRITERIA. PENETRATIONS IN PARENTHESES REPRESENT FUTURE CONDITIONS.



PLAN
1" = 200'
(N) 10' ADDED TO LIMITED ACCESS ROADS, 15' ADDED TO PUBLIC ACCESS ROADS, 17' ADDED TO HIGHWAYS, 23' ADDED TO RAILWAYS TO DETERMINE APPROACH CLEARANCE PER PART 77 CRITERIA



PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY
TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE
(N) 10' ADDED TO LIMITED ACCESS ROADS, 15' ADDED TO PUBLIC ACCESS ROADS, 17' ADDED TO HIGHWAYS, 23' ADDED TO RAILWAYS TO DETERMINE APPROACH CLEARANCE PER PART 77 CRITERIA

REVISIONS	
NO.	DATE

AIRPORT DATA		
AIRPORT ELEVATION (AMSL)	EXISTING 6659.45' FUTURE 6659.45'	
AIRPORT REFERENCE POINT (APP)	US 1/2-MILE/1-MILE	
AIRPORT REFERENCE CODE	D-IV D-IV	
NPAS CATEGORY	COMM. SERV. COMM. SERV.	
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	56.9° 56.9°	
TAXIWAY LIGHTING	MTL MTL	
TAXIWAY MARKING	CENTERLINE CENTERLINE	
AIRPORT PROPERTY (ACRES)	1013 1022	
UNICOM (MHz)	122.55 122.55	

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
AIRPORT BUILDINGS	■	■
AIRFIELD PAVEMENT	■	■
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	○	○
LIGHTED WIND CONE & SEGMENTED CIRCLE	○	○
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	○	○

- NOTES**
- This drawing reflects current planning standards applicable to Durango-La Plata County Airport to the greatest extent possible. This drawing should not be used as a standard for planning or design.
 - All coordinate data is NAD83/NAVD83.
 - Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK (May 14, 2001).

Figure E6 Inner Approach Drawing/Runway 20 Plan & Profile

Landside Development Area Plan

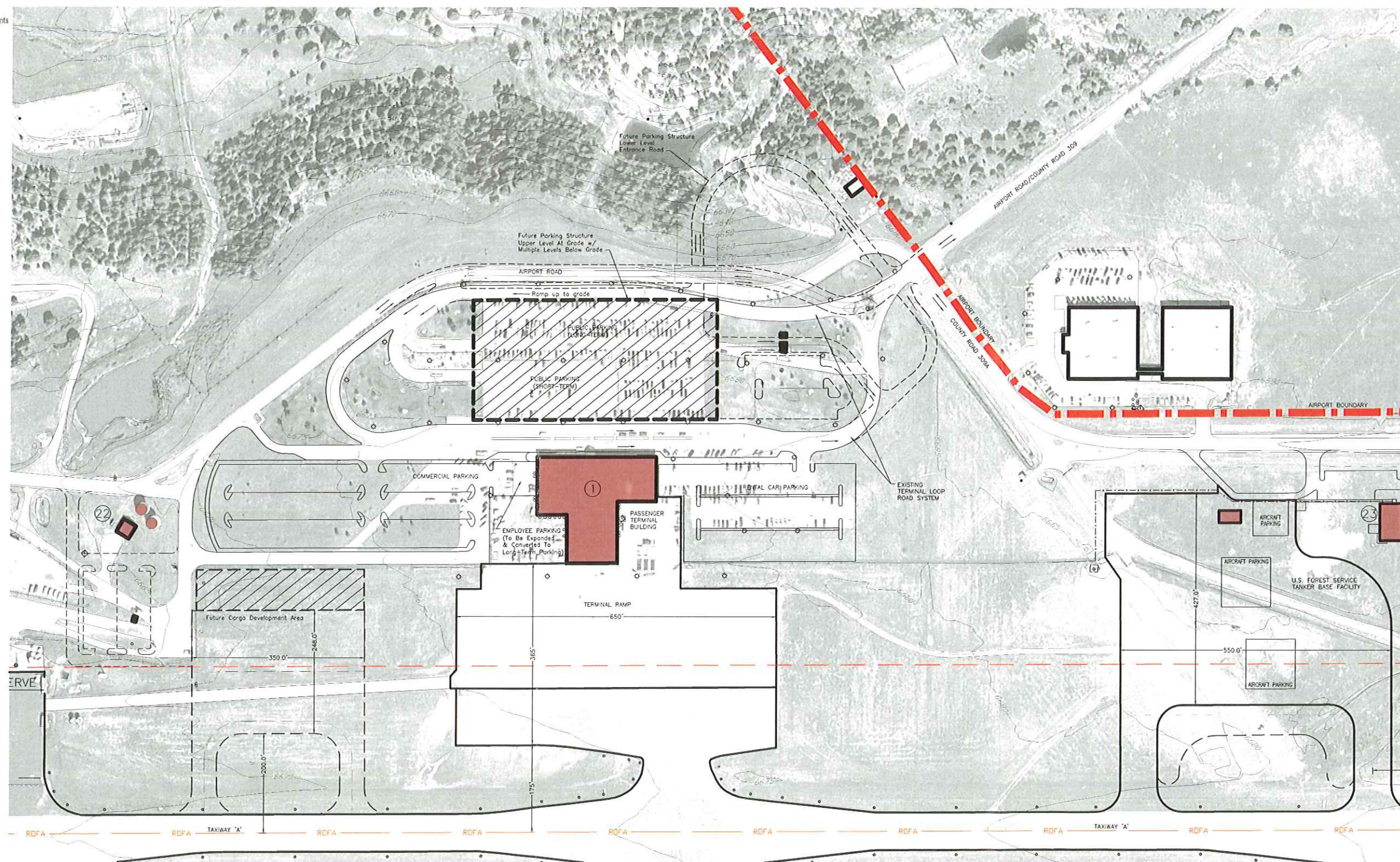
Figures E7, E8, and E9 entitled *TERMINAL AREA PLAN*, *GENERAL AVIATION PLAN/SOUTH*, and *GENERAL AVIATION PLAN/NORTH*, present a detailed view of the proposed landside development areas along the west side of the airport. This development area was also depicted on the previously presented *AIRPORT LAYOUT PLAN*.

Passenger Terminal Facilities

Adequate space, consisting of approximately 9 acres has been reserved in the vicinity of the terminal complex to accommodate the long-term expansion of the passenger terminal building, aircraft apron, and associated parking facility. It is likely that the current demand for additional automobile parking can be accommodated with the expansion of existing facilities in the vicinity of the terminal building. The airport is also evaluating the purchase of additional property (approximately 10 acres) located adjacent to County Road 309A, north of the terminal complex, to accommodate immediate needs for additional rental-car parking facilities. The ALP also illustrates the development of an automobile parking structure to accommodate the long-term auto parking demands at the airport. It is recommended that the parking structure be designed to take advantage of the existing steep topography to the west of the existing auto parking lot, with the lower levels of the structure being developed below grade. This proposed design would preserve the existing view corridors that exist to the west of the airport, provide the option of covered parking areas for airport users, and offer an alternative auto parking solution with respect to the 300-foot security rule which has been used by the FAA at various times. The parking structure would also necessitate a minor reconfiguration of the airport entrance road and terminal access loop road, which has been illustrated on the *Recommended Development Plan*.















General Aviation Facilities

A new general aviation development area has been identified northwest of the approach end of Runway 20, directly north of the new U.S. Forest Service tanker base facility. The proposed apron and hangar development area, which consists of approximately 18.5 acres, would accommodate a variety of hangar types ranging in style from T-hangars and smaller executive hangars to larger corporate hangars. This area can also be expanded to the north as needed, with approximately nine (9) acres being available for additional development. As presented in the conceptual layout, the approximate count on the various hangar types is as follows:

[illegible]

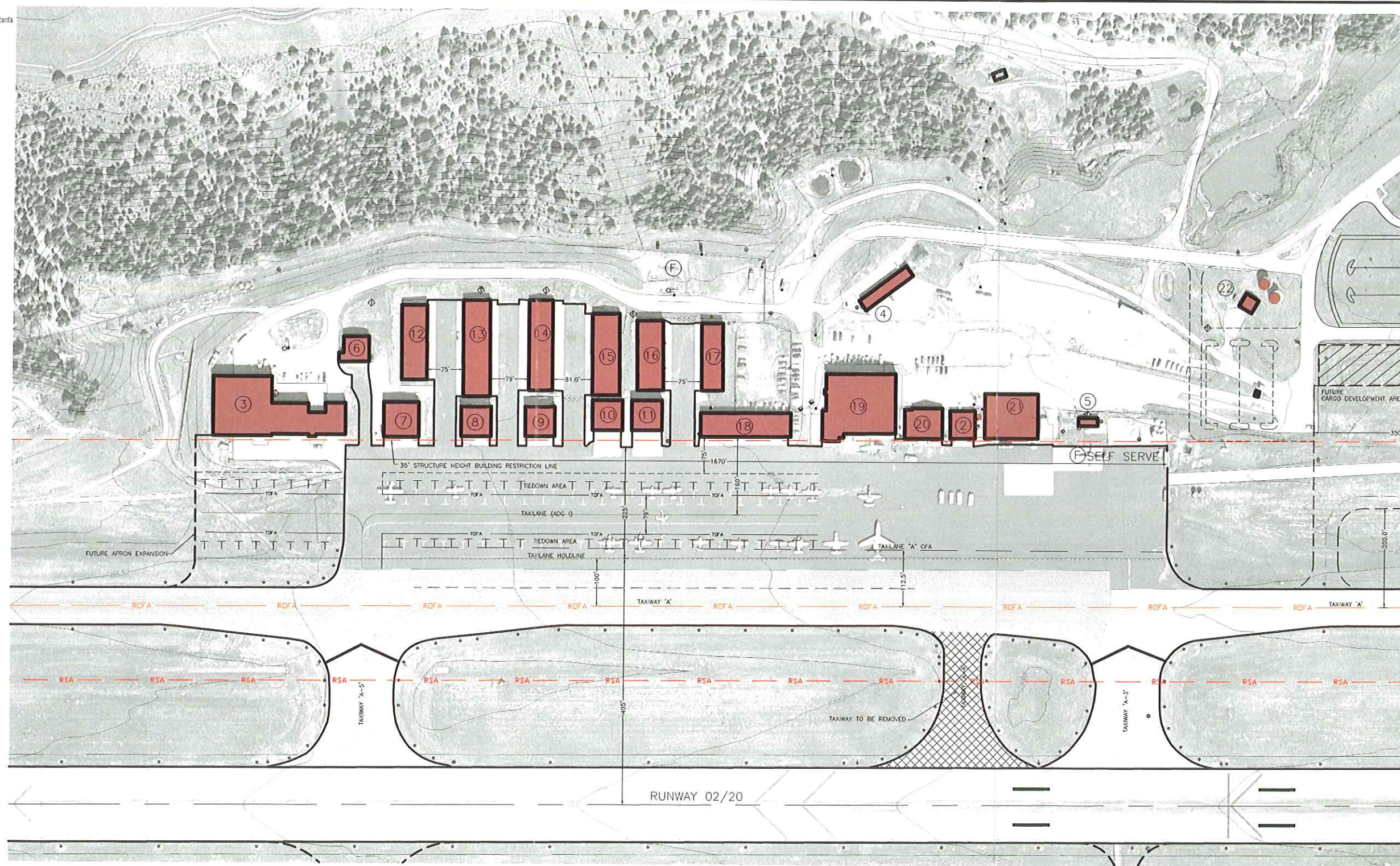
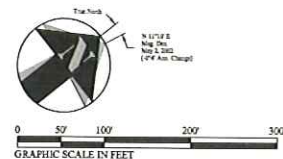
BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEVATION
1	PASSENGER TERMINAL	6710.9'
2	HANGAR	6588.4'
3	ARFF/SRE	6692.4'
4	FENTAL CAR MAINTENANCE FACILITY	6679.2'
5	ELECTRICAL VAULT	6677.7'
6	EXECUTIVE HANGAR	6577.2'
7	EXECUTIVE HANGAR	6584.4'
8	EXECUTIVE HANGAR	6690.7'
9	EXECUTIVE HANGAR	6687.8'
10	EXECUTIVE HANGAR	6689.3'
11	EXECUTIVE HANGAR	6688.6'
12	T-HANGAR	6679.8'
13	T-HANGAR	6676.2'
14	T-HANGAR	6675.0'
15	T-HANGAR	6680.1'
16	T-HANGAR	6680.6'
17	T-HANGAR	6680.1'
18	T-HANGAR	6682.2'
19	FBO/MAINTENANCE HANGAR	6704.4'
20	FBO HANGAR	6688.5'
21	FBO HANGAR	6684.1'
22	WATER TANKS	6597.1'
23	US FOREST SERVICE BASE	6707.±

AIRPORT DATA		
AIRPORT ELEVATION (AMSL)	EXISTING	FUTURE
AIRPORT REFERENCE POINT (APP)	W 1/2 SECTION 34	W 1/2 SECTION 34
AIRPORT REFERENCE CODE	D-IV	D-IV
NIPAS CATEGORY	COMM. SERV.	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	55.9°	55.9°
TAXIWAY LIGHTING	MFL	MFL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
AIRPORT PROPERTY (ACRES)	1013	1022
UNICOM (MHz)	122.95	122.95

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	—	—
AIRPORT SECURITY FENCE	X	X
AIRPORT BUILDINGS		
APPROVED PAVEMENT		
PAVED ROADS		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA	BSL	BSL
RUNWAY OBJECT FREE AREA	MSA (A)	MSA (A)
FUEL STORAGE AREA	MSA (B)	MSA (B)
AIRPORT BEAN	(O)	(O)
LIGHTED WIND CONE & SEGMENTED CIRCLE	W	W
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		

NOTES

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2. All coordinate data is NAD83.
3. Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK. (May 14, 2001).



REVISIONS	
NO.	DATE

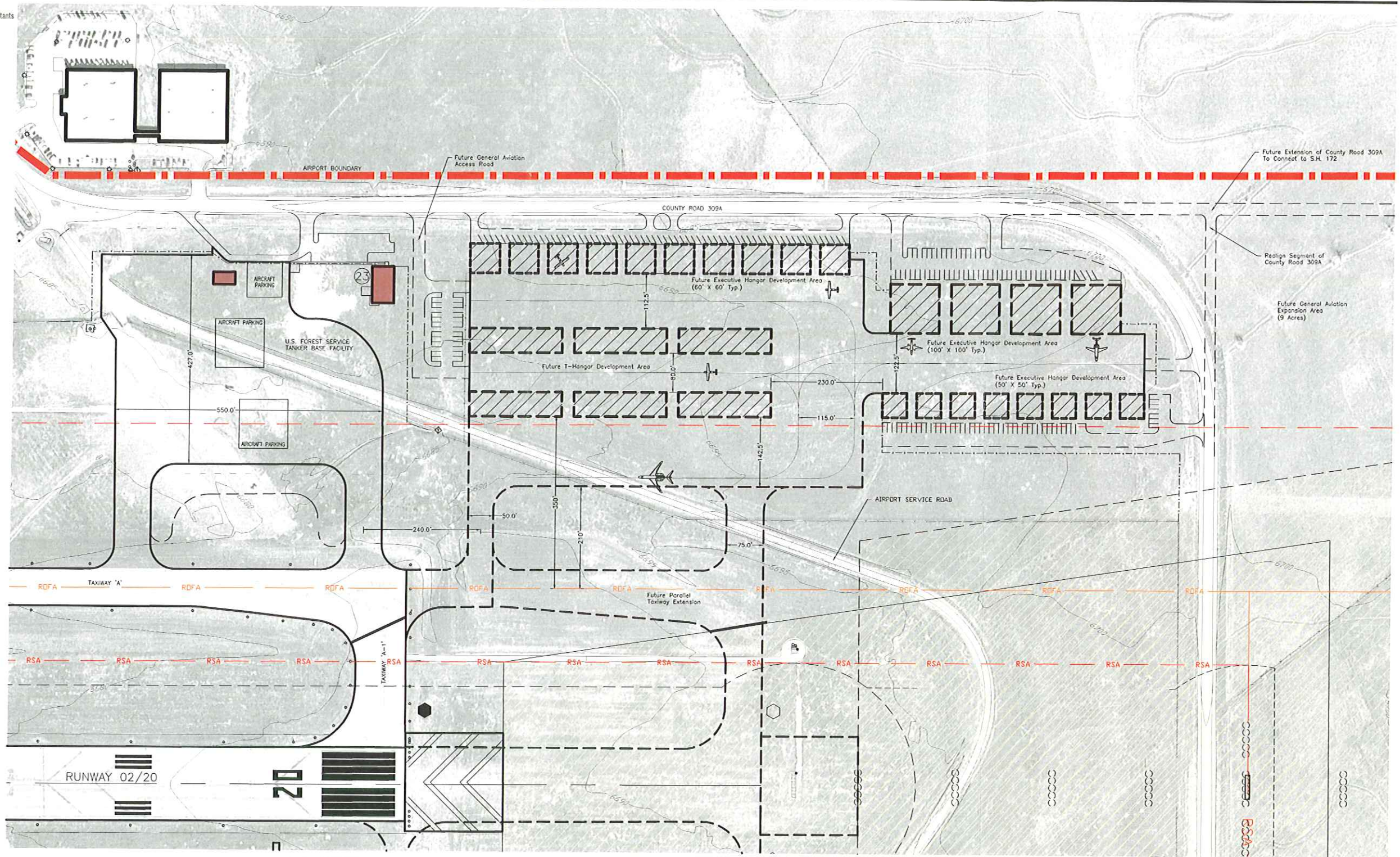
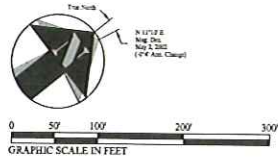
BUILDING LEGEND	
NO.	DESCRIPTION
1	PASSENGER TERMINAL
2	HANGAR
3	SRE
4	RENTAL CAR MAINTENANCE FACILITY
5	ELECTRICAL VAULT
6	EXECUTIVE HANGAR
7	EXECUTIVE HANGAR
8	EXECUTIVE HANGAR
9	EXECUTIVE HANGAR
10	EXECUTIVE HANGAR
11	EXECUTIVE HANGAR
12	T-HANGAR
13	T-HANGAR
14	T-HANGAR
15	T-HANGAR
16	T-HANGAR
17	T-HANGAR
18	T-HANGAR
19	FBO/MAINTENANCE HANGAR
20	FBO HANGAR
21	FBO HANGAR
22	WATER TANKS
23	US FOREST SERVICE BASE

AIRPORT DATA	
AIRPORT ELEVATION (AMSL)	6553.48'
AIRPORT REFERENCE POINT (ARP)	US # 1074538
AIRPORT REFERENCE CODE	0-0
NPIAS CATEGORY	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	86.9°
TAXILANE LIGHTING	MTL
TAXILANE MARKING	CENTERLINE
AIRPORT PROPERTY (ACRES)	101.3
UNICOM (MHz)	122.95

LAYOUT PLAN LEGEND	
EXISTING	FUTURE
AIRPORT PROPERTY LINE	---
AIRPORT SECURITY FENCE	---
AIRPORT BUILDINGS	---
ASPHALT PAVEMENT	---
PAVED ROADS	---
RUNWAY PROTECTION ZONE	---
BUILDING RESTRICTION LINE	---
RUNWAY SAFETY AREA	---
RUNWAY OBJECT FREE AREA	---
FUEL STORAGE AREA	---
AIRPORT BEACON	---
LIGHTED WIND CONE & SEGMENTED CIRCLE	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	---

NOTES	
1.	This drawing reflects current planning standards applicable to Durango-La Plata County Airport to the greatest extent possible. This drawing should not be used as a standard for planning or design.
2.	All coordinate data is NAD83.
3.	Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK. (May 14, 2001).

Figure E8 General Aviation Area Plan - South



REVISIONS	
NO.	DATE

BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEVATION
1	PASSENGER TERMINAL	6710.9'
2	HANGAR	6688.4'
3	SPE	6692.4'
4	RENTAL CAR MAINTENANCE FACILITY	6679.2'
5	ELECTRICAL VAULT	6677.7'
6	EXECUTIVE HANGAR	6677.2'
7	EXECUTIVE HANGAR	6684.4'
8	EXECUTIVE HANGAR	6690.7'
9	EXECUTIVE HANGAR	6687.8'
10	EXECUTIVE HANGAR	6689.3'
11	EXECUTIVE HANGAR	6688.6'
12	T-HANGAR	6679.8'
13	T-HANGAR	6676.2'
14	T-HANGAR	6675.0'
15	T-HANGAR	6680.1'
16	T-HANGAR	6680.6'
17	T-HANGAR	6680.1'
18	T-HANGAR	6682.2'
19	FBO/MAINTENANCE HANGAR	6704.4'
20	FBO HANGAR	6688.5'
21	FBO HANGAR	6684.1'
22	WATER TANKS	6697.1'
23	US FOREST SERVICE BASE	6707.4'

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	6593.45'	6592.85'
AIRPORT REFERENCE POINT (ARP)	US 2 1000000 1000000	US 2 1000000 1000000
AIRPORT REFERENCE CODE	D-III	D-III
NPAS CATEGORY	COMM. SERV.	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	96.9°	96.9°
TAXIWAY LIGHTING	MFL	MFL
AIRPORT PROPERTY (ACRES)	CENTERLINE 1013	CENTERLINE 1022
UNCOM (MHZ)	122.95	122.95

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
AIRPORT BUILDINGS	---	---
AIRFIELD PAVEMENT	---	---
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE & SEGMENTED CIRCLE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END CENTER LIGHTS (REL)	---	---

- NOTES
1. This drawing reflects current planning standards applicable to Durango-La Plata County Airport to the greatest extent possible. This drawing should not be used as a standard for planning or design.
 2. All coordinate data is NAD83.
 3. Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK (May 14, 2001).

Figure E9 General Aviation Area Plan - North



Aircraft Storage Facilities (Future).

T-hangars: Three Structures/35 Units.

Executive Hangars: 21 Units.

Corporate Hangars: 5 Units.

Aircraft Parking Apron: 20-25 Tiedowns.

Air Cargo Development

A new air cargo development area has been identified on the west side of the airport, directly south of the passenger terminal area complex. The proposed cargo facility development area, consists of approximately 4.2 acres, and is represented by a large cargo building (i.e., approximately 30,000 square feet), and associated auto parking facility that would offer direct access to Airport Road. The adjoining aircraft apron would be sized to accommodate the parking and maneuvering of two (2) Boeing 727 aircraft that would be provided with direct airside access to Taxiway "A".

Aviation-Related Expansion Areas

There are also two large areas that have been designated for the long-term expansion of aviation-related facilities at the airport. The first site, consisting of approximately 105 acres, is located on the east side of the airport, generally positioned between the "A-2" and the "A-7" connector taxiways. This site can ultimately be developed to provide both airside and landside access, including utilities. The second site is also located on the east side of the airport and consists of approximately 54 acres that is positioned east of the Runway 20 threshold and east of County Road 309A. This site is well suited to accommodate landside access and utilities.

Airport Vehicular Access

The ALP illustrates that Airport Road will be maintained as the primary airport access road to the airport from S.H. 172. However, a segment of this roadway will be realigned in conjunction with the proposed expansion of the passenger terminal parking facility. In addition, a secondary airport entrance road will be developed connecting County Road 309A with S.H. 172 within the northwest quadrant of the airport. A new segment of County Road 309A will be constructed around the north end of the future Runway 20 RPZ.

Aviation Support Facilities

Aircraft Rescue and Firefighting Facility (ARFF)/Snow Removal Equipment (SRE) Building. At present, Index B ARFF facilities and equipment are provided at the airport as required to serve the existing type and number of air carrier and commuter aircraft

operations. In consideration of the commercial service operations forecast, the airport will likely be classified as an ARFF Index B for the balance of the planning period, and it's projected that the existing ARFF facility can accommodate the additional equipment storage and existing staffing requirements throughout the planning period. Therefore, there are no current plans to expand the existing ARFF/SRE Building.

Fuel Storage Facility. The existing fuel storage facility, which is owned and operated by the existing FBOs, is located at the northwest corner of the FBO apron area. According to the estimated fuel storage requirements through the twenty-year planning period, it was projected that the existing storage capacity would likely be adequate through the year 2021. It is also recommended that a Spill Prevention Control and Counter measures (SPCC) plan be maintained and updated as necessary for the airport's fueling operation, and that the future construction and operation of all fuel storage facilities maintain compliance with specified airport rules and regulations, applicable uniform Building Code Standards, fire codes, and recommendations of the National Fire Protection Association.

Airport Traffic Control Tower (ATCT). To accommodate the long-term planning objectives of the Airport Advisory Committee, it is recommended that a future ATCT development site be identified on the east side of the runway, adjacent to the existing rotating beacon site. Vehicular access to the proposed ATCT site from S.H. 172 would be provided via Airport Road and County Road 309A. However, it should also be noted that the airport would not qualify for a federally funded ATCT, but the sponsor has the option of establishing the operation of a "contract tower" (i.e., a non-federal ATCT) utilizing local funding sources. For a commercial service airport, the contract tower's operational costs may be eligible for AIP funding.

Terminal VHF Omnidirectional Radial/Distance Measuring Equipment (TVOR-DME). The airport's TVOR/DME is located on the east side of the runway, directly east of the existing "A-4" exit taxiway. A TVOR-DME (Very High Frequency Omnidirectional Range Station with Distance Measuring Equipment) is a ground based electronic navigation aid transmitting very high frequency signals, 360 degrees in azimuth oriented from magnetic north with equipment used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigation aid. Due to the associated 1,000-foot critical area surrounding the TVOR-DME, it is recommended that the facility be relocated to accommodate future development of the east side of the airport. Airport management has indicated that a potential redevelopment site may be available north of the airport, along the extended airport centerline.

Miscellaneous Airline Support Facilities. The ALP will also include projects for the expansion/redevelopment of the existing waste water treatment facility and the installation of a glycol recovery system.

Airport Property Map

The *AIRPORT PROPERTY MAP*, which is presented in the following illustration, indicates how various tracts of land within the airport boundaries were acquired (e.g., Federal funds, surplus property, local funds, etc.). The purpose of the *Airport Property Map* is to provide information for analyzing the current and future aeronautical use of land acquired with Federal funds.

Land Use Drawing

Figure E11, entitled *LAND USE DRAWING*, depicts existing and recommended use of all land within the ultimate airport property line. The purpose of the *Land Use Drawing* is to provide airport management a plan for leasing revenue-producing areas on the airport. It also provides guidance to local authorities for establishing appropriate land use zoning in the vicinity of the airport.

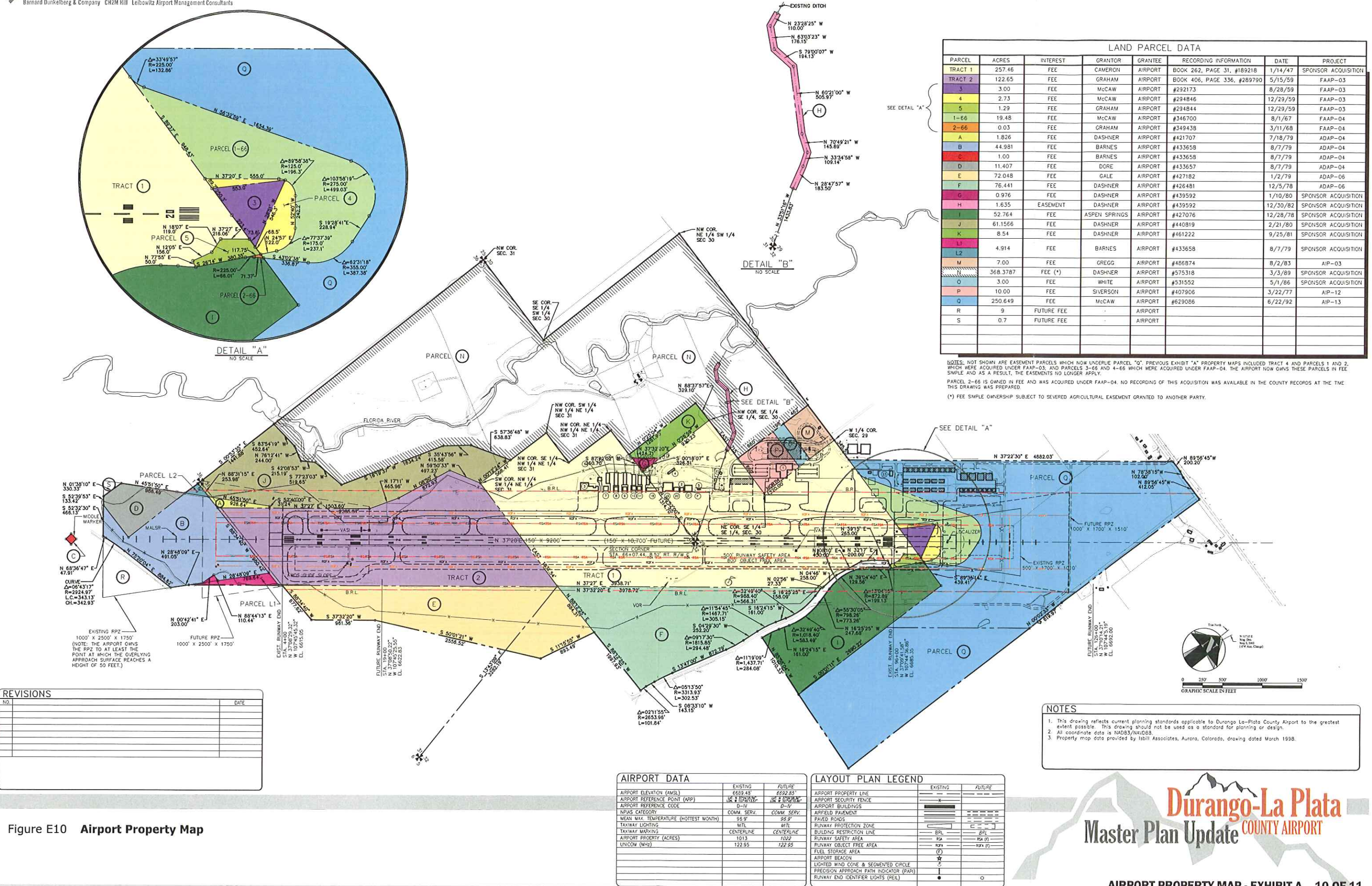





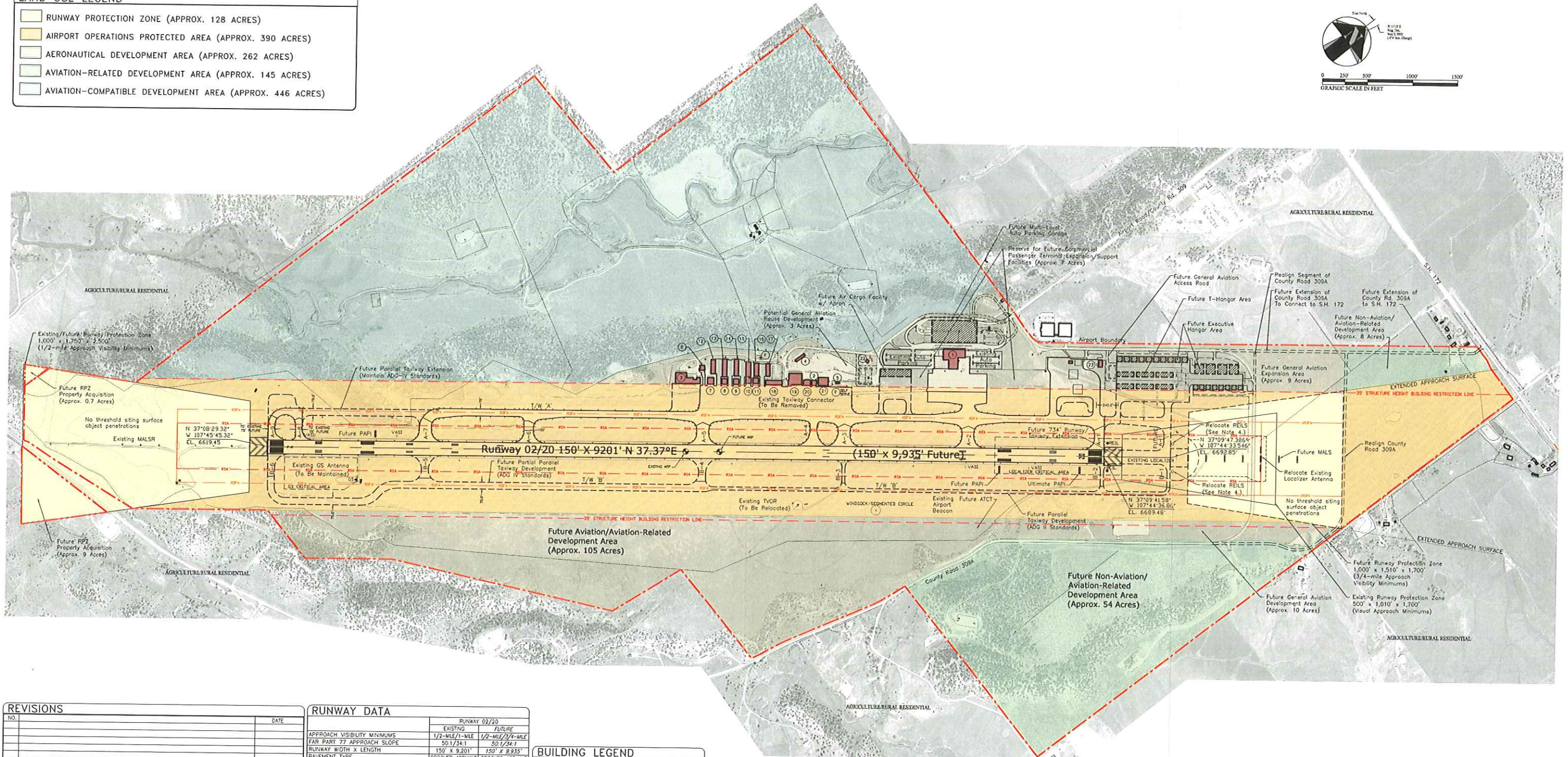


Figure E10 Airport Property Map

LAND USE LEGEND

-  RUNWAY PROTECTION ZONE (APPROX. 128 ACRES)
-  AIRPORT OPERATIONS PROTECTED AREA (APPROX. 390 ACRES)
-  AERONAUTICAL DEVELOPMENT AREA (APPROX. 262 ACRES)
-  AVIATION-RELATED DEVELOPMENT AREA (APPROX. 145 ACRES)
-  AVIATION-COMPATIBLE DEVELOPMENT AREA (APPROX. 446 ACRES)



REVISIONS

[illegible]

RUNWAY DATA

	RUNWAY 02/20	
	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1/2-1/2-1/2-1/2	1/2-1/2-1/2-1/2
PAR PART 77 APPROACH SLOPE	501/134.1	501/134.1
RUNWAY WIDTH X LENGTH	150' X 2010'	150' X 2335'
PAVEMENT TYPE	GRADED ASPHALT	GRADED ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS)	5% 1500/2100'	5% 1500/2100'
RUNWAY LIGHTING	HRL	HRL
EFFECTIVE RUNWAY GRADIENT %	0.8	0.8
MAXIMUM GRADE WITHIN RUNWAY LENGTH	1.1%	0.8%
RUNWAY -GE-OF-SITE	CRITERIA NOT MET	CRITERIA MET
WIND COVERAGE % (30 KNOTS)	59.8	59.8
VISUAL APPROACH AIDS	MALSR/ALS/ASI	MALSR/ALS/ASI/PA/RA
INSTRUMENT APPROACH AIDS	ILS/VOR	ILS/VOR
AIRPORT REFERENCE CODE	D-W	D-W
CRITICAL AIRCRAFT	800-200	800-200
LENGTH OF HAUL	100000' 800/1000	100000' 800/1000
RUNWAY SAFETY AREA DIMENSIONS	800' N 11.201'	800' N 11.935'
RUNWAY OBJECT FREE AREA DIMENSIONS	800' X 1774.39.08	800' X 1774.39.08
OBSTACLE FREE ZONE CRITERIA	CRITERIA MET	CRITERIA MET
RUNWAY END COORDINATES	LAT. N 37.008.29.33" LONG. W 107.45 43.65"	LAT. N 37.008.29.33" LONG. W 107.45 43.65"
RUNWAY ELEVATIONS	LAT. N 37.009.41.50" LONG. W 107.447.39.08	LAT. N 37.009.42.36" LONG. W 107.447.33.58
HIGH POINT	6519.45/6539.45	6519.45/6539.45
LOW POINT	6519.45	6519.45
TOUCHDOWN ZONE CRITERIA	6542.82/6539.45	6542.82/6539.45

BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEVATION
1	PASSENGER TERMINAL	6710' 9"
2	HANGAR	6688' 4"
3	SSE	6592' 4"
4	PENTAL CAR MAINTENANCE FACILITY	6572' 2"
5	ELECTRICAL VAULT	6677' 7"
6	EXECUTIVE HANGAR	6677' 2"
7	EXECUTIVE HANGAR	6684' 4"
8	EXECUTIVE HANGAR	6590' 7"
9	EXECUTIVE HANGAR	6587' 8"
10	EXECUTIVE HANGAR	6583' 3"
11	EXECUTIVE HANGAR	6588' 6"
12	T-HANGAR	6675' 8"
13	T-HANGAR	6676' 2"
14	T-HANGAR	6590' 1"
15	T-HANGAR	6560' 1"
16	T-HANGAR	6560' 6"
17	T-HANGAR	6560' 1"
18	T-HANGAR	6562' 2"
19	FBO/MAINTENANCE HANGAR	6704' 4"
20	FBO HANGAR	6588' 5"
21	FBO HANGAR	6584' 1"
22	WATER TANKS	6597' 1"
23	US FORT SERVICE BASE	6707' ±

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (ANSL)	6659.48'	6652.65'
AIRPORT REFERENCE POINT (ARP)	6659.48'	6652.65'
AIRPORT REFERENCE CODE	D-IV	III - B
INVAS CATEGORY	COMM. SERV.	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	96.9°	96.9°
TAXIWAY LIGHTING	MTL	MTL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
AIRPORT PROPERTY (ACRES)	1013	1022
UNICOM (MHz)	122.55	122.55

LAYOUT PLAN LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT SECURITY FENCE		
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
PAVED ROADS		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
FUEL STORAGE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
PANAMA PACIFIC AIRCRAFT LIGHTING		

NOTES

1. This drawing reflects current planning standards applicable to Durango La-Plata County Airport to the greatest extent possible. This drawing should not be used as a standard for planning or design.
2. All coordinate data is NAD83/NAD83.
3. Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK. (May 14, 2001).

Figure E11 Land Use Drawing