

Master Plan Update

A stylized silhouette of a mountain range, rendered in a dark brown color, positioned behind the main title text.

Durango La Plata County Airport

H. Development Program

Development Program

Introduction

The airport facilities required to satisfy the forecast aviation demand at Durango-La Plata County Airport have been placed into three phases: short-range (0-6 years), intermediate-range (7-10 years), and long-range (11-20 years). These facility requirements for each site are illustrated graphically by time period on the *PHASING PLAN* (see Figure H1) along with the cost estimates that are presented on the following pages.

Cost Estimates

Cost estimates have been categorized by the total cost for each facility requirement, that portion to be borne by the airport sponsor or local entity, and that part of the total cost anticipated to be paid by the Federal Aviation Administration under the Airport Improvement Program (AIP) or similar program. In addition to airport sponsor funds, the local share can include sources such as State or Local Economic Development Funds, regional commissions and organizations, other units of local government, as well as funding from private individuals or businesses. Currently, state grants for aviation projects in Colorado are administered through the Colorado Aeronautical Board of the Colorado Department of Transportation. The Aeronautical Board is funded through the collection of a percentage of the aviation fuel sales in the State. The typical maximum participation rate from State grant funds is 75% of the total project cost. State funds for either State or Federal projects are typically limited to a maximum of \$120,000 per airport sponsor, per fiscal year.

The percentage of costs borne by the FAA is subject to change depending upon current funding legislation and policy at the time of construction. The relationship between local and anticipated federal funding as shown in this document is based on current FAA participation of ninety percent (90%) of the total project cost, but this ratio does vary

according to some anticipated state funding participation on various projects. Before detailed planning on a particular project is developed, the funding structures and requirements should be identified to determine the current funding policies by the various entities. All cost estimates presented in this report are based on 2002 costs.

Phasing Plan

The following illustrations and cost estimates indicate the suggested phasing for projects during the short-, intermediate-, and long-range planning periods. These are suggested schedules and variance from them may be necessary, especially during the latter time periods. Attention has been given to the first six years as being the most critical and the scheduled projects outlined in that time frame should be adhered to as much as is possible and feasible. The demand for certain facilities, especially in the latter time frame, and the economic feasibility of their development are the prime factors influencing the timing of individual project implementation. Care must be taken to provide for adequate lead-time for detailed planning and construction of facilities in order to meet aviation demands. It is also important to minimize the disruptive scheduling where a portion of the facility may become inoperative due to construction and to prevent extra costs resulting from improper project scheduling. Most property acquisition has been scheduled for the short-range time period to facilitate the implementation of the recommended development plan.

Summary

As presented in the respective tables, the Development Plan cost estimates for the twenty-year planning period, not including maintenance and operational expenses, amount to approximately \$53,269,586. The anticipated FAA share is some \$40,316,424.30 and the sponsor share is approximately \$9,953,161.70. In addition, approximately \$3,000,000 has been classified as revenue-generating expenditures, which are typically financed by tenants or private developers (in some cases, where it is justified by projected revenue, these projects might be financed by revenue bonds).

Of the sponsor's share of funds needed to develop Durango-La Plata County Airport, approximately \$3,957,151.70 is required during the short-range period, \$854,360 during the intermediate-range period, and the remaining \$5,141,650 during the long-range period. Additionally, maintenance and operation expenses will increase as the airport develops and more airport facilities are completed. Revenues generated by airport facilities should also increase. It is a worthy and feasible goal that operational expenses and revenues should balance at the airport. This relationship should, however, be monitored closely so that future imbalances can be anticipated and provided for in the

budgeting and capital improvements process. The federal share required for development of the airport includes programmed expenditures of \$24,602,334.30 during the short-range period, \$3,189,240 during the intermediate-range period, and \$12,524,850 during the long-range period.

Table H1

PHASE I (0-6 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Durango-La Plata County Airport Master Plan Update*

Project Description		Note	Total Costs	Sponsor (PFC)	Sponsor (Ret. Earn.)	Sponsor (Other)	Recommended Financing Method			PFC App. #	
Sponsor (Total) (a)		Private (b)	State (c)	Federal (d)							
2003 Projects											
A.1	Rehabilitate Runway 02/20 Pavement, Correct Longitudinal Gradient at North End, Construct Runway Shoulders & Blast Pads at Each End, Install Lighted Distance Remaining Signs	(e)	\$4,777,527.00	\$477,752.70	\$0.00	\$0.00	\$477,752.70	\$0.00	\$0.00	\$4,299,774.30	3
A.2	Expand Wastewater Treatment System		\$120,000.00	\$0.00	\$120,000.00	\$0.00	\$120,000.00	\$0.00	\$0.00	\$0.00	NA
A.3	Expand Passenger Terminal Auto Parking Facility	(e)	\$510,504.00	\$0.00	\$510,504.00	\$0.00	\$510,504.00	\$0.00	\$0.00	\$0.00	NA
A.4	Expand Rental-Car Ready Parking Facility	(e)	\$178,055.00	\$0.00	\$0.00	\$178,055.00	\$178,055.00	\$0.00	\$0.00	\$0.00	NA
A.5	Realign Segment of Airport Road at Passenger Terminal Complex & Resurface Roadways		\$300,000.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$0.00	4
Sub-Total/2003			\$5,886,086.00	\$777,752.70	\$630,504.00	\$178,055.00	\$1,586,311.70	\$0.00	\$0.00	\$4,299,774.30	
Notes											

Notes

- (a) Sponsor Funding - current revenues, cash reserves, general fund, bonds, etc.
- (b) Private Funding - funded from non-government sources or revenue bonds.
- (c) State Funding - Colorado Division of Aeronautics.
- (d) Federal Funding - FAA/AIP and other federal funding programs.
- (e) Project has been completed.
- NA Not Applicable

Cost estimates, based upon 2003 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table H1 (Continued)

PHASE I (0-6 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Durango-La Plata County Airport Master Plan Update*

Project Description		Note	Total Costs	Sponsor (PFC)	Sponsor (Ret. Earn.)	Sponsor (Other)	Recommended Financing Method			PFC App. #
							Sponsor (Total) (a)	Private (b)	State (c)	Federal (d)
2004 Projects										
A.6	Construct New Apron, Taxiway, and Infrastructure (Vehicular Access & Utilities) to Serve Future Northwest General Aviation Development Area (Phase I)		\$200,000.00	\$20,000.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$180,000.00
A.7	Slurry Seal Taxiway "A" and Throats		\$15,000.00	\$15,000.00	\$0.00	\$0.00	\$15,000.00	\$0.00	\$0.00	\$0.00
A.8	Acquire Glycol Recovery System		\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00
A.9	Conduct Environmental Assessment for Taxiway "A" Extension		\$200,000.00	\$20,000.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$180,000.00
A.10	Acquire Property to Control Runway 02 RPZ (Approx. 9 Acres)		\$50,000.00	\$5,000.00	\$0.00	\$0.00	\$5,000.00	\$0.00	\$0.00	\$45,000.00
Sub-Total/2004			\$565,000.00	\$160,000.00	\$0.00	\$0.00	\$160,000.00	\$0.00	\$0.00	\$405,000.00
2005 Projects										
A.11	Construct New Apron, Taxiway, and Infrastructure (Vehicular Access & Utilities) to Serve Future Northwest General Aviation Development Area (Phase II)		\$1,500,000.00	\$150,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$1,350,000.00
A.12	Upgrade Runway 02 VASIs with PAPIs		\$51,400.00	\$5,140.00	\$0.00	\$0.00	\$5,140.00	\$0.00	\$0.00	\$46,260.00
A.13	Design Taxiway "A" Extension (South End)		\$1,000,000.00	\$100,000.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$900,000.00
Sub-Total/2005			\$2,551,400.00	\$255,140.00	\$0.00	\$0.00	\$255,140.00	\$0.00	\$0.00	\$2,296,260.00
Notes										

Notes

(a) Sponsor Funding - current revenues, cash reserves, general fund, bonds, etc.

(b) Private Funding - funded from non-government sources or revenue bonds.

(c) State Funding - Colorado Division of Aeronautics.

(d) Federal Funding - FAA/AIP and other federal funding programs.

(e) Project will be rescheduled to later phase and designed to ADG II Standards if Project A.9 is constructed.

NA Not Applicable

Cost estimates, based upon 2003 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table H1 (Continued)

PHASE I (0-6 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Durango-La Plata County Airport Master Plan Update*

Project Description		Note	Total Costs	Sponsor (PFC)	Sponsor (Ret. Earn.)	Sponsor (Other)	Recommended Financing Method			PFC App. #	
			Sponsor (Total) (a)	Private (b)	State (c)	Federal (d)					
2006 Projects											
A.14	Extend Taxiway "A" (South End) with MITLs (Phase One)		\$10,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$9,000,000.00	5
A.15	Extend Taxiway "A" (South End) with MITLs (Phase Two)		\$9,000,000.00	\$900,000.00	\$0.00	\$0.00	\$900,000.00	\$0.00	\$0.00	\$8,100,000.00	5
A.16	Construct Runway 02 Run-up Apron		\$557,000.00	\$55,700.00	\$0.00	\$0.00	\$55,700.00	\$0.00	\$0.00	\$501,300.00	5
Sub-Total/2003-2006			\$19,557,000.00	\$1,955,700.00	\$0.00	\$0.00	\$1,955,700.00	\$0.00	\$0.00	\$17,601,300.00	
Sub-Total/Phase I			\$28,559,486.00	\$3,148,592.70	\$630,504.00	\$178,055.00	\$3,957,151.70	\$0.00	\$0.00	\$24,602,334.30	

Notes

(a) Sponsor Funding - current revenues, cash reserves, general fund, bonds, etc.

(b) Private Funding - funded from non-government sources or revenue bonds.

(c) State Funding - Colorado Division of Aeronautics.

(d) Federal Funding - FAA/AIP and other federal funding programs.

NA Not Applicable

Cost estimates, based upon 2003 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table H2
PHASE II (7-10 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Durango-La Plata County Airport Master Plan Update

Project Description	Note	Total Costs	Sponsor (PFC)	Sponsor (Ret. Earn.)	Sponsor (Other)	Recommended Financing Method				PFC App. #
						Sponsor (Total) (a)	Private (b)	State (c)	Federal (d)	
B.1 Expand Water Treatment System on Airport Property		\$500,000.00	\$0.00	\$500,000.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$0.00	NA
B.2 Relocate TVOR		\$287,600.00	\$28,760.00	\$0.00	\$0.00	\$28,760.00	\$0.00	\$0.00	\$258,840.00	ND
B.3 Rehabilitate General Aviation Apron Pavements		\$1,500,000.00	\$150,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$1,350,000.00	ND
B.4 Purchase SRE Equipment		\$200,000.00	\$20,000.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$180,000.00	ND
B.5 Implement Pavement Maintenance Projects		\$75,000.00	\$7,500.00	\$0.00	\$0.00	\$7,500.00	\$0.00	\$0.00	\$67,500.00	NA
B.6 Conduct Survey Work to Implement Runway 20 GPS Approach		\$10,000.00	\$1,000.00	\$0.00	\$0.00	\$1,000.00	\$0.00	\$0.00	\$9,000.00	ND
B.7 Expand General Aviation Ramp East of ARFF Facility		\$1,471,000.00	\$147,100.00	\$0.00	\$0.00	\$147,100.00	\$0.00	\$0.00	\$1,323,900.00	ND
Sub-Total/Phase II		\$4,043,600.00	\$354,360.00	\$500,000.00	\$0.00	\$854,360.00	\$0.00	\$0.00	\$3,189,240.00	

Notes

- (a) Sponsor Funding - current revenues, cash reserves, general fund, bonds, etc.
- (b) Private Funding - funded from non-government sources or revenue bonds.
- (c) State Funding - Colorado Division of Aeronautics.
- (d) Federal Funding - FAA/AIP and other federal funding programs.
- NA Not Applicable
- ND Not Defined

Cost estimates, based upon 2003 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table H3

PHASE III (11-20 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Durango-La Plata County Airport Master Plan Update*

Project Description	Note	Total Costs	Sponsor (PFC)	Sponsor (Ret. Earn.)	Sponsor (Other)	Recommended Financing Method				PFC App. #
						Sponsor (Total) (a)	Private (b)	State (c)	Federal (d)	
C.1 Construct Eastside Parallel Taxiway System		\$2,326,000.00	\$232,600.00	\$0.00	\$0.00	\$232,600.00	\$0.00	\$0.00	\$2,093,400.00	3
C.2 Remove Existing Taxiway Connector "A-4"		\$239,000.00	\$23,900.00	\$0.00	\$0.00	\$23,900.00	\$0.00	\$0.00	\$215,100.00	ND
C.3 Purchase ARFF Equipment		\$200,000.00	\$20,000.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$180,000.00	ND
C.4 Relocate Segment of Co. Road 309A Outside of Existing/Future Runway 20 RPZ		\$2,510,000.00	\$251,000.00	\$0.00	\$0.00	\$251,000.00	\$0.00	\$0.00	\$2,259,000.00	3
C.5 Conduct Environmental Assessment for 734-foot Runway Extension to North		\$200,000.00	\$20,000.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$180,000.00	3
C.6 Relocate Existing Utilities to Accommodate Runway Extension		\$50,000.00	\$5,000.00	\$0.00	\$0.00	\$5,000.00	\$0.00	\$0.00	\$45,000.00	3
C.7 Relocate Existing Localizer Antenna Array	(FAA Funded)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(FAA Funded)	NA
C.8 Extend Segment of Co. Road 309A to Connect with S.H. 172		\$2,675,000.00	\$0.00	\$0.00	\$2,675,000.00	\$2,675,000.00	\$0.00	\$0.00	\$0.00	NA
C.9 Construct 734-foot Runway Extension to North with HIRLS		\$1,750,000.00	\$175,000.00	\$0.00	\$0.00	\$175,000.00	\$0.00	\$0.00	\$1,575,000.00	3
C.10 Extend Taxiway "A" (North End) & Construct New Taxiway Connector with MITLs to Serve Runway Extension		\$809,000.00	\$80,900.00	\$0.00	\$0.00	\$80,900.00	\$0.00	\$0.00	\$728,100.00	3
C.11 Upgrade/Relocate Runway 20 VASIs with PAPIs		\$51,400.00	\$5,140.00	\$0.00	\$0.00	\$5,140.00	\$0.00	\$0.00	\$46,260.00	3
C.12 Relocate Runway 20 REILs		\$75,000.00	\$7,500.00	\$0.00	\$0.00	\$7,500.00	\$0.00	\$0.00	\$67,500.00	ND
C.13 Construct One Air Cargo Transfer Facility with Auto Parking		\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$0.00	\$0.00	NA
C.14 Construct Air Cargo Apron/Taxiway Connectors		\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$0.00	\$0.00	NA

Table H3 (Continued)

PHASE III (11-20 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Durango-La Plata County Airport Master Plan Update*

Project Description	Note	Total Costs	Sponsor (PFC)	Sponsor (Ret. Earn.)	Sponsor (Other)	Recommended Financing Method				PFC App. #
						Sponsor (Total) (a)	Private (b)	State (c)	Federal (d)	
C.15 Rehabilitae Taxiway "A" Pavements		\$2,500,000.00	\$250,000.00	\$0.00	\$0.00	\$250,000.00	\$0.00			
C.16 Rehabilitae Terminal Apron Pavements		\$1,500,000.00	\$150,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$2,250,000.00	ND
C.17 Conduct Survey Work to Revise Runway 20 GPS Approach		\$10,000.00	\$1,000.00	\$0.00	\$0.00	\$1,000.00	\$0.00	\$0.00	\$9,000.00	ND
C.18 Install Runway 20 MALs		\$539,100.00	\$53,910.00	\$0.00	\$0.00	\$53,910.00	\$0.00	\$0.00	\$485,190.00	ND
C.19 Construct Runway 20 Run-up Apron		\$557,000.00	\$55,700.00	\$0.00	\$0.00	\$55,700.00	\$0.00	\$0.00	\$501,300.00	ND
C.20 Install FAA Contract Air Traffic Control Tower		\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	NA
C.21 Purchase ARFF Equipment		\$400,000.00	\$40,000.00	\$0.00	\$0.00	\$40,000.00	\$0.00	\$0.00	\$360,000.00	ND
C.22 Purchase SRE Equipment		\$200,000.00	\$20,000.00	\$0.00	\$0.00	\$20,000.00	\$0.00	\$0.00	\$180,000.00	ND
C.23 Implement Pavement Maintenance Projects		\$75,000.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	\$0.00	\$0.00	NA
Sub-Total/Phase III		\$20,666,500.00	\$1,391,650.00	\$0.00	\$3,750,000.00	\$5,141,650.00	\$3,000,000.00	\$0.00	\$12,524,850.00	
GRAND TOTALS		\$53,269,586.00	\$4,894,602.70	\$1,130,504.00	\$3,928,055.00	\$9,953,161.70	\$3,000,000.00	\$0.00	\$40,316,424.30	

Notes

(a) Sponsor Funding - current revenues, cash reserves, general fund, bonds, etc.

(b) Private Funding - funded from non-government sources or revenue bonds.

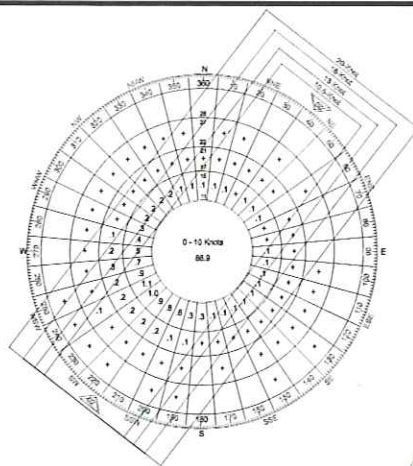
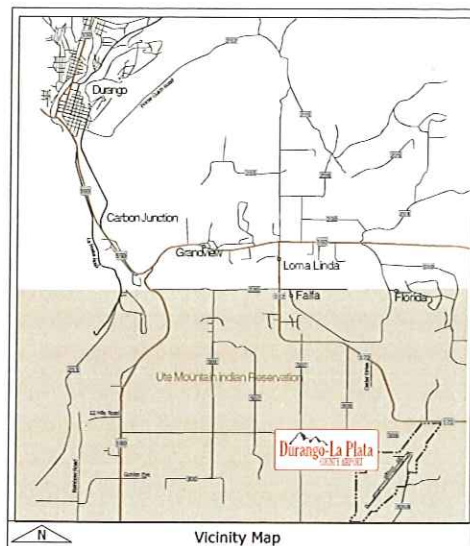
(c) State Funding - Colorado Division of Aeronautics.

(d) Federal Funding - FAA/AIP and other federal funding programs.

NA Not Applicable

ND Not Defined

Cost estimates, based upon 2003 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.



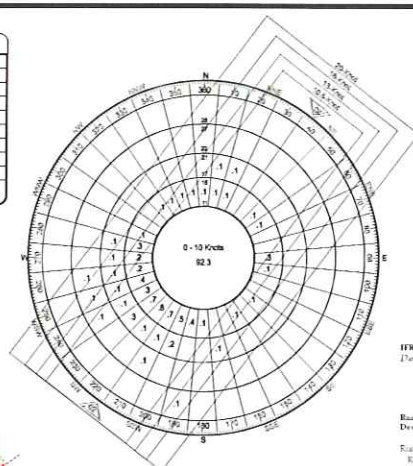
ALL WEATHER WIND COVERAGE SUMMARY
Durango-La Plata County Airport Master Plan Update

Runway Designation	24-Knot Crosswind Component	10-Knot Crosswind Component
Runway 02/20	99.8%	96.0%
Runway 02	77.6%	75.7%
Runway 20	85.32%	88.56%

Notes: 1. Wind coverage is based on the 1000-hour per year wind rose data for the Durango-La Plata County Airport. 2. Wind coverage is based on the 1000-hour per year wind rose data for the Durango-La Plata County Airport. 3. Wind coverage is based on the 1000-hour per year wind rose data for the Durango-La Plata County Airport.

NON-STANDARD CONDITIONS

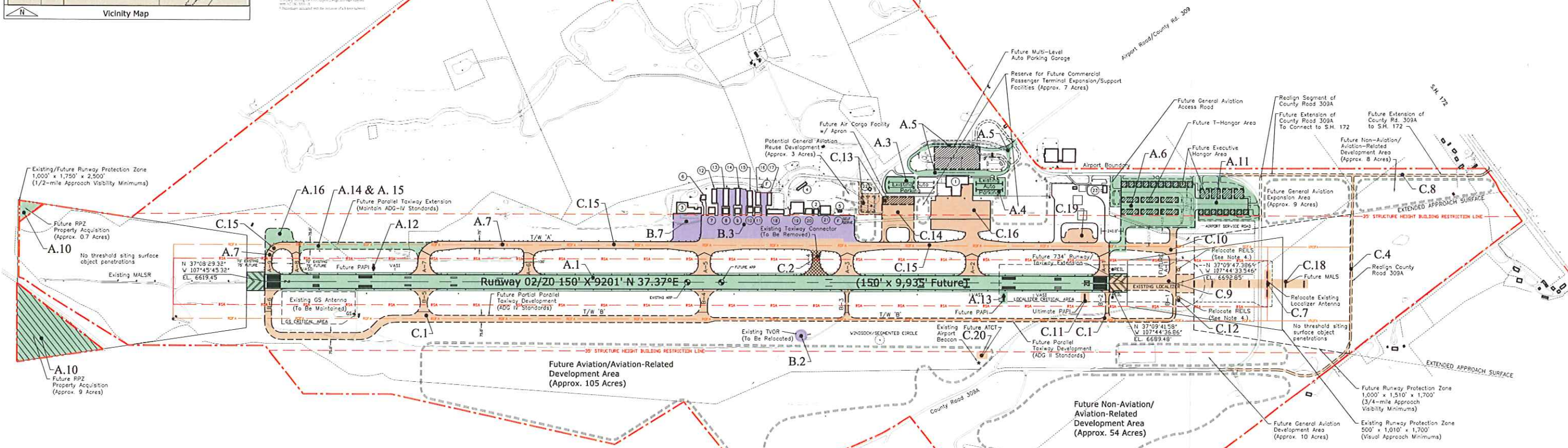
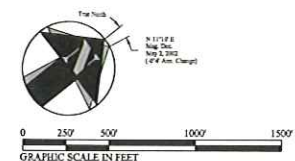
ITEM	STANDARD	NON-STANDARD	REMARKS
RUNWAY GRADIENT SOUTH QUARTER LENGTH OF THE RUNWAY	EXISTING: ±0.6% FUTURE: ±0.6%	EXISTING: 1.1% FUTURE: NONE	TO BE CORRECTED WITH FUTURE GRADIENT PROJECT



WIND COVERAGE SUMMARY
Durango-La Plata County Airport Master Plan Update

Runway Designation	Wind Coverage Percentile Value 10-Knot Maximum Crosswind	Wind Coverage Percentile Value 15-Knot Maximum Crosswind
Runway 02/20	100.00%	98.51%
Runway 02	83.53%	82.86%
Runway 20	87.20%	88.11%

Notes: 1. Wind coverage is based on the 1000-hour per year wind rose data for the Durango-La Plata County Airport. 2. Wind coverage is based on the 1000-hour per year wind rose data for the Durango-La Plata County Airport. 3. Wind coverage is based on the 1000-hour per year wind rose data for the Durango-La Plata County Airport.



REVISIONS

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PHASING PLAN LEGEND

Phase I (0-6 Years)
Phase II (7-10 Years)
Phase III (11-20 Years)

RUNWAY DATA

ITEM	RUNWAY 02/20	
	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1/2-MILE/1-MILE	1/2-MILE/1-MILE
FAR PART 77 APPROACH SLOPE	50/124.1	50/124.1
RUNWAY WIDTH X LENGTH	150' X 9,201'	150' X 9,935'
PAVEMENT TYPE	GROOVED ASPHALT	GROOVED ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)	655/1500/2100T	655/1500/2100T
RUNWAY LIGHTING	MIRL	MIRL
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)	99.8	99.8
VISUAL APPROACH AIDS	MALS/VASI/VASI	MALS/VASI/VASI
INSTRUMENT APPROACH AIDS	ILS/VOR	ILS/VOR
AIRPORT REFERENCE CODE	D-IV	D-IV
CRITICAL AIRPORT	1000/2000/1000	1000/2000/1000
LENGTH OF HAUL	800 NM	800 NM
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°09'29.33" LONG. W 107°45'48.58"	LAT. N 37°09'29.33" LONG. W 107°45'48.58"
RUNWAY ELEVATIONS	END: 6619.45/6659.48 HIGH POINT: 6659.48 LOW POINT: 6619.45	END: 6619.45/6659.48 HIGH POINT: 6659.48 LOW POINT: 6619.45
TOUCHDOWN ZONE ELEVATION	6642.82/6659.48	6642.82/6659.48

BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEVATION
1	PASSENGER TERMINAL	6710.9'
2	HANGAR	6688.4'
3	RENTAL CAR MAINTENANCE FACILITY	6692.4'
4	ELECTRICITY MAINTENANCE FACILITY	6679.2'
5	EXECUTIVE HANGAR	6677.2'
6	EXECUTIVE HANGAR	6684.4'
7	EXECUTIVE HANGAR	6680.7'
8	EXECUTIVE HANGAR	6687.8'
9	EXECUTIVE HANGAR	6689.3'
10	EXECUTIVE HANGAR	6688.6'
11	EXECUTIVE HANGAR	6679.0'
12	T-HANGAR	6676.2'
13	T-HANGAR	6680.1'
14	T-HANGAR	6680.6'
15	T-HANGAR	6680.1'
16	T-HANGAR	6680.1'
17	T-HANGAR	6680.1'
18	T-HANGAR	6680.1'
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	6707.2'

AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	6689.48'	6692.85'
AIRPORT REFERENCE POINT (ARP)	US 107°45'48.58"	US 107°45'48.58"
AIRPORT REFERENCE CODE	D-IV	D-IV
NPAS CATEGORY	COMM. SERV.	COMM. SERV.
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	95.9°	95.9°
TAXIWAY LIGHTING	MIRL	MIRL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
AIRPORT PROPERTY (ACRES)	1013	1092
UNCOM (MHz)	122.55	122.55

LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
AIRPORT BUILDINGS	---	---
ARIEL PAVEMENT	---	---
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CODE & SEGMENTED CIRCLE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---

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/NAVD88.
- Aerial photography, photogrammetric survey and topographical information provided by Aerial Data Service, Inc., Tulsa, OK (May 14, 2001).
- REIL relocation project is dependent upon implementation phasing of the MALS project.

Figure H1 Airport Phasing Plan