

Destination: DRO

WELCOME to the second open house for the Durango-La Plata County Airport (DRO) Master Plan. The open house is meant to be an informative session for the community regarding the planned future of your airport.

ISSUE STATEMENT

- Unprecedented sustained growth over past 10 years
- Unable to meet current needs for airport facilities
- Current site offers limited ability to feasibly grow beyond 20 years

1 STATION ONE: OVERVIEW & OUTREACH

This station provides a brief description of the overall Master Plan process and where we currently stand in that process, the Solutions Phase, as well as the outreach efforts made to date.

2 STATION TWO: INVESTIGATION PHASE

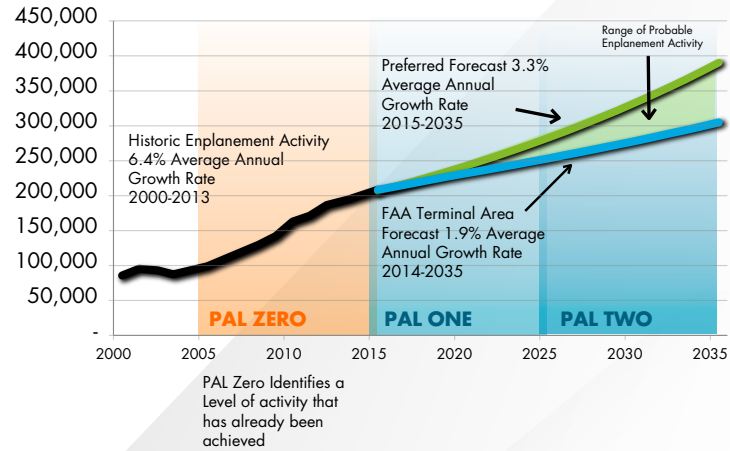
This station presents an overview of the Forecast Analysis and Facility Requirements. The forecast analysis concluded that enplanements will increase at a 3.3% average annual growth rate throughout the planning period; approximately 391,000 passengers by 2035.

The forecast was broken into three planning activity levels (PALS):

- » **PAL 0** – represents level of enplanements already achieved
- » **PAL 1** – represents level of passenger enplanements expected by 2025
- » **PAL 2** – represents level of passenger enplanements expected by 2035

Based upon the results of the forecast, facility requirements were determined to meet the existing and forecasted demand.

Enplanements Forecast Range
Annual Enplanements 2015-2035



The activity projected for 2035 represents just two additional flights on regional jet aircraft during the peak hour.

Terminal Facility Requirements

Existing Condition	<ul style="list-style-type: none"> • 41,500 Square Feet (with tent) • 263 Peak Hour Enplanements 	<ul style="list-style-type: none"> • 1,100 Parking Stalls • 4 Aircraft Parking Positions
PAL 0 2015	<ul style="list-style-type: none"> • 82,000 Square Feet • 263 Peak Hour Enplanements 	<ul style="list-style-type: none"> • 1,500 Parking Stalls • 5 Aircraft Parking Positions
PAL 1 2025	<ul style="list-style-type: none"> • 110,800 Square Feet • 340 Peak Hour Enplanements 	<ul style="list-style-type: none"> • 1,900 Parking Stalls • 7 Aircraft Parking Positions
PAL 2 2035	<ul style="list-style-type: none"> • 137,600 Square Feet • 425 Peak Hour Enplanements 	<ul style="list-style-type: none"> • 2,400 Parking Stalls • 9 Aircraft Parking Positions

3 STATION THREE: SOLUTIONS PHASE

The solutions phase features the alternative analysis. Three terminal alternatives were reviewed and evaluated. The analysis included 11 evaluation criteria and development of rough order of magnitude (ROM) costs for planning activity levels (PALs) 1 and 2. PAL 1 meets the needs through 2025 and PAL 2 reaches the end of the planning period, 2035.

Alternative 3, Construct New Terminal Complex on East Side of Airfield, is the recommended alternative from the analysis. As the initial costs to achieve PAL 1 (2025) were significant, a development plan that starts with today's needs (2015) and allows DRO to feasibly respond to future growth demands was determined to be the most successful path.

4

STATION FOUR: FUNDING THE RECOMMENDED ALTERNATIVE

Discussions with the Federal Aviation Administration (FAA) revealed that they are willing to commit \$35 to \$40 million to a new terminal facility if the community is willing to contribute the same or more.

- » PAL 0 is a phasing strategy to meet budget constraints (\$80-90 million).
- » A Financial Analysis (how we will fund) and Implementation Plan (when we will fund) will be completed in the next 2-3 months for the recommended alternative.

5

STATION FIVE: CONCEPT VISUALIZATION

This station depicts sketches of what your new terminal facility may look like. Elements to consider:

- » Does it foster the Durango/ Four Corners' Image?
- » Does it incorporate sustainable design features?
- » Is it easily expandable?

OUR RECOMMENDATION:

ALTERNATIVE 3: CONSTRUCT NEW TERMINAL COMPLEX ON EAST SIDE OF AIRFIELD

- Meets today's needs
- Positions DRO to respond feasibly to future long range demand
- Creates a positive traveler experience

Why now?

- » Existing terminal facilities are constrained with some elements at failure, i.e. parking.
- » The Federal Aviation Administration is meeting the community as an equal partner.

What if we do nothing?

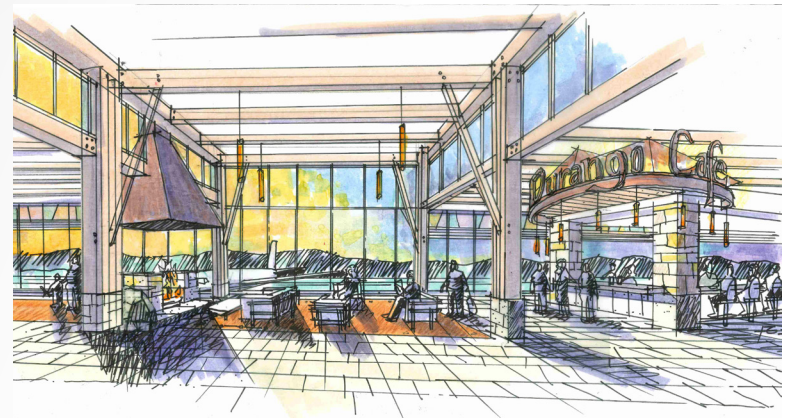
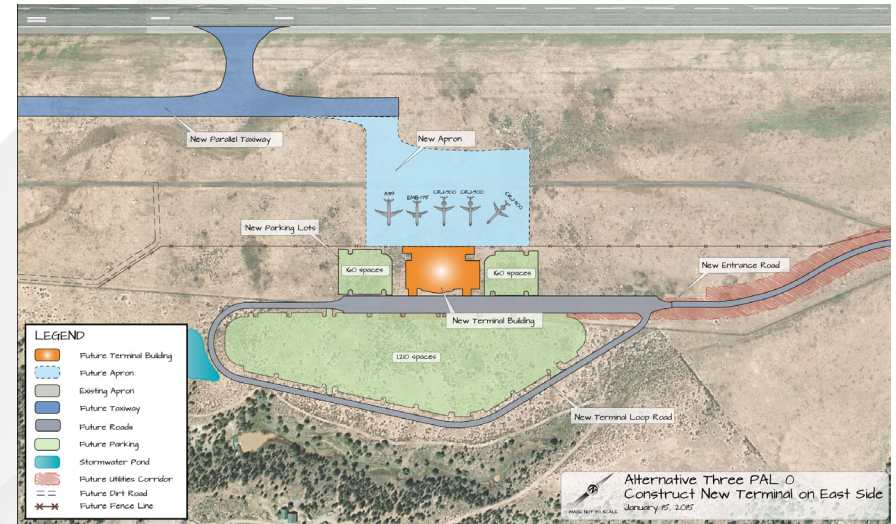
- » This is not a viable option for the community due to existing constraints and failures. There are truly no "low cost" approaches that will satisfy the needs for existing and future demand.

- » Airline service would be limited as no further room for additional gates and aircraft parking would be available.

What does it mean to me?

- » The new terminal complex can be accomplished with approximately \$36-\$45 per residential property (calculated for a \$350,000 property).

Alternative 3: Construct New Terminal Complex on East Side of Airfield



THANK YOU FOR YOUR PARTICIPATION! QUESTIONS AND COMMENTS ARE ENCOURAGED.

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