



RAVALLI COUNTY AIRPORT (RCA) IMPROVEMENTS DRAFT ENVIRONMENTAL ASSESSMENT

June 18, 2014

Public Hearing

Agenda

Provide Brief Summary of the Draft EA

Formally Receive Comments on Draft EA

Why Are We Doing Another EA?

2010 EA process was not concluded

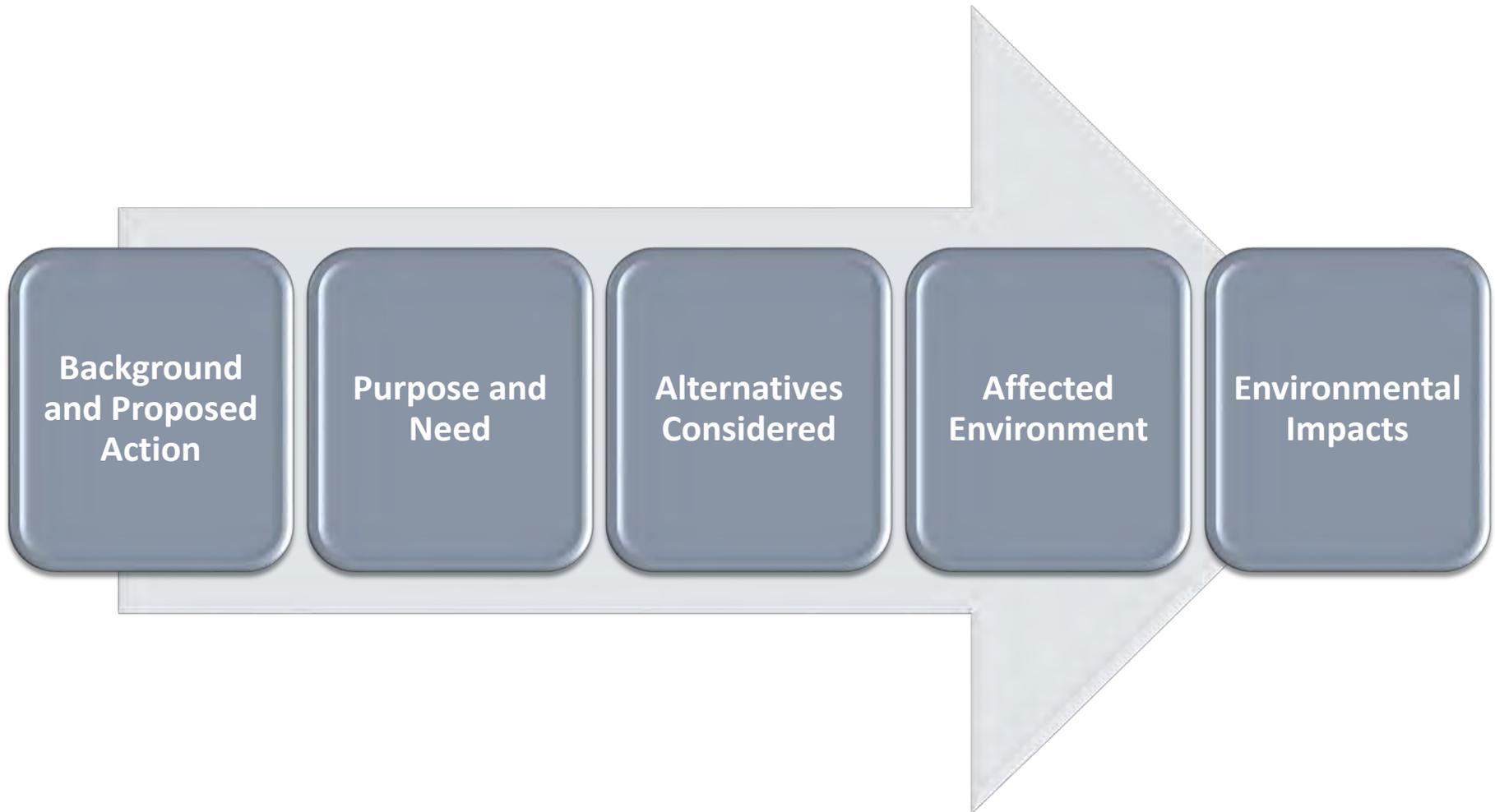
Interest in other Airport Configurations led to additional Alternatives for review in EA

Some baseline environmental information needed updating

Decision made to review current aviation activity, aviation forecasts, and revisit facility needs/Alternatives based on new activity data

Another Draft EA needed to present new information and findings

What's in the Draft EA?



Work Done for the New Draft EA

**Additional and New
Agency Coordination**

**New Aviation
Forecasting Report for
RCA**

**Cultural Resource
Survey Update and
Coordination with
Native American Tribes**

**New Wetland
Delineation for RCA
Project Area**

**Aircraft Noise
Modeling for EA
Alternatives**

**Draft ALP Set Prepared
For Proposed Action**

Overview of RCA



Aviation Forecasts for RCA

Estimated Number of Operations	FAA Terminal Area Forecast for RCA			RCA Forecasting Report (2012)			
	1990	2000	2012	2012	2017	2022	2032
Itinerant Operations	7,800	8,900	10,100	10,069	10,642	11,337	13,070
Local Operations	8,000	11,500	13,500	13,459	14,225	15,153	17,469
TOTAL OPERATIONS	15,800	20,400	23,600	23,528	24,867	26,490	30,539

RCA is one of the busiest GA airports in Montana based on the number of annual operations.



Operations forecasted to INCREASE by nearly 30% over the planning period

Based Aircraft Forecasts

RCA Forecasting Report (2012)						
Aircraft Type	2003	2008	2012	2017	2022	2032
Single Engine	73	112	84	88	93	102
Multi-Engine	4	6	8	9	10	14
Jet	6	3	3	3	4	5
Glider	5	5	1	1	1	1
Total Based Fixed Wing Aircraft	88	126	96	101	108	121

RCA is one of the top GA airports in Montana for number of based aircraft.



Based aircraft forecasted to CONTINUE INCREASING over the planning period based on trends

Design Aircraft Category

Design aircraft category provides the basis for determining essential design requirements for the airport

2012 Forecasting Report analyzed types of aircraft using RCA and number of based aircraft

Report showed the number of operations by B-II aircraft is at or near 500 operations and will exceed this threshold during forecast period

Reaffirmed B-II aircraft are the critical design aircraft at RCA

Purpose and Need



Purpose

Ravalli County's purpose for pursuing improvements at RCA is to meet FAA design standards for a B-II facility and provide safe and efficient facilities for the type of aircraft currently using and forecast to use the airport over the foreseeable future.

Identified Needs to Be Resolved

Runway to Taxiway Separation Distance is Inadequate

Runway 16/34 is shorter than recommended by current FAA guidance

Parallel taxiway width is deficient (30' should be 35' wide)

Obstructions penetrate runway approach and transitional surfaces

Aprons are undersized and pose concerns for efficient aircraft parking and circulation

Alternatives Considered



Range of Alternatives

No Action

- **Maintain, but no major improvements**

**Develop an
Airport at a
New
Location**

- **No viable sites identified**

Range of Alternatives

Reconfigure and Improve Existing Airport

- **Many design configurations considered since 1996**
- **2012 Forecasting Report critically reviewed previous design concepts and offered 2 variations of alternatives analyzed in the 2010 EA**

Alternatives Analyzed in the EA

No Action

**Alternative 3A
(from 2010 EA)**

- Relocate Runway 240 feet east, Shift South Threshold 1,550 feet north
- Provide 5,200' long runway

**Alternative 4B
(from 2012
Forecasting
Report)**

- Similar Concept to 3A but Relocates Runway 400 feet east
- Selected as the **PROPOSED ACTION**

Proposed Action – Alternative 4B

Alternative 4B would be capable of accommodating 100% of the small aircraft fleet with 5,200' long runway situated parallel to the existing runway.

Associated actions:



Potential Impacts



Impact Categories Reviewed in EA

The FAA's *Policies and Procedures for Considering Environmental Impacts* (Order 1050.1E - Change 1) identifies the environmental impact categories to be considered:

Air Quality

Coastal Resources*

Compatible Land Use

Construction Impacts

Department of Transportation Act:
Section 4(f)

Farmlands

Fish, Wildlife and Plants

Floodplains*

Hazardous Materials, Pollution
Prevention, and Solid Waste

Historical, Architectural, Archaeological,
and Cultural Resources

Light Emissions and Visual Impacts

Natural Resources, Energy Supply, and
Sustainable Design

Climate

Noise

Secondary (Induced) Impacts

Socioeconomic Impacts, Environmental
Justice, and Children's Environmental
Health and Safety Risks

Water Quality

Wetlands

Wild and Scenic Rivers*

Chapters 4 and 5 of EA address each of these impact categories.

*Some categories are not applicable to this project.

Conversion of Farmland



- ❖ **Project would convert about 136 acres of soils classified as prime farmland or farmland of statewide or local importance by the NRCS.**
- ❖ **Impact not significant based on evaluation and coordination with NRCS.**

Effects on Agricultural Uses



- ❖ **Land acquisition for airport improvements would remove some adjoining lands north and east of the airport from agricultural use.**
- ❖ **Likely to affect pivot irrigation system and require minor modifications to some irrigation lateral ditches.**

Impacts to Wetlands



- ❖ **Impacts Gird Creek and portions of 7 delineated wetlands. Total impact area of 5.33 acres.**
- ❖ **Requires 404 Permit, SPA124 Permit, and storm water permit during construction.**
- ❖ **Mitigation for stream and wetland impacts is required.**

Impacts to Gird Creek



- ❖ **Work would occur in a portion of Gird Creek to place culverts necessary to extend the new runway and parallel taxiway.**
- ❖ **Work would be subject to conditions of water-related permits.**

Visual - Earthmoving/Grading



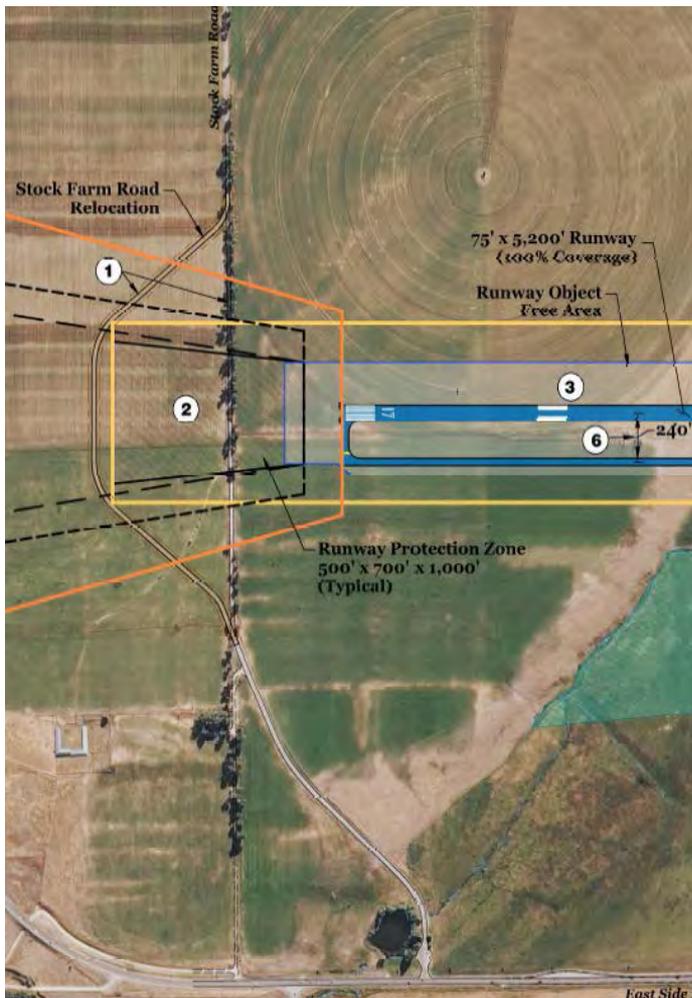
- ❖ **Building Runway 17/35 requires excavation and grading of a topographic bench north of the existing runway.**
- ❖ **Disturbed areas will be reseeded.**
- ❖ **Earthwork done initially to facilitate future completion of full-length parallel taxiway.**

Visual - Isolated Tree Removal



- ❖ **Some large trees would be removed within new runway approach areas.**

Stock Farm Road Realignment



- ❖ About 0.4 miles of Stock Farm Road (private) would need to be reconstructed to remain clear of the RPZ for the new runway.



Noise

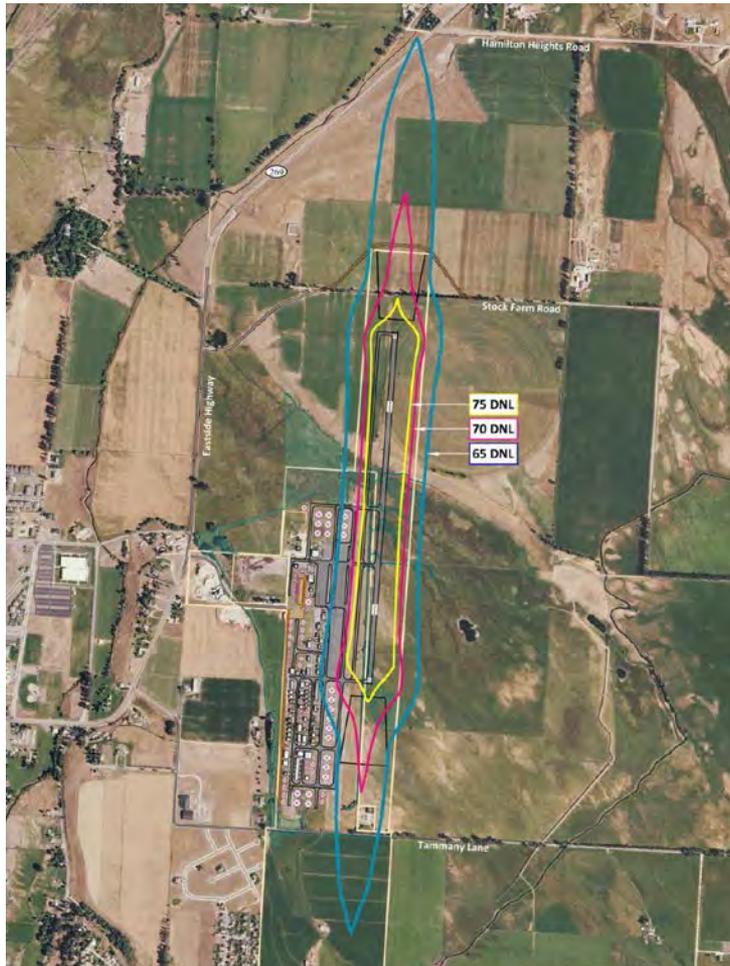


FIGURE 5-8:
2022 NOISE CONTOURS
Alternate 4B

- ❖ The area within the 65 DNL contour includes airport property, agricultural lands, parts of Tammany Lane and Stock Farm Road, and the Daly Ditch Irrigation buildings and property.
- ❖ No noise sensitive land uses or residential areas within the 65 DNL contour for new runway.

Minor or No Effects

- **Displacement of some small wildlife species and birds and/or minor loss of wildlife habitat.**
- **No impacts to federally-listed threatened, endangered, proposed or candidate species or designated critical habitat.**
- **No adverse impacts to Montana Species of Concern are anticipated.**

- **Aviation activity levels at RCA suggest low potential for air quality concerns at the facility. Air quality analysis not warranted.**
- **Improvements would remove some private land from the County tax base.**
- **No effect to historic properties determination agreed to by Montana SHPO and the THPO for the Confederated Salish and Kootenai Tribes.**



Review and Comment on Draft EA

Review Opportunities

Review Draft EA Online at:

<http://www.rpa-hln.com/>

Review Draft EA Locally at:

- Bitterroot Public Library
- Ravalli County Commissioners Office

Comment Opportunities

- Oral comments on the Draft EA will be heard tonight.
- Comment forms are provided for you to make written comments and leave them with us tonight.
- Submit written comments by mail or email

WRITTEN COMMENTS DUE BY 5:00 P.M. ON JUNE 30, 2014

FAA will consider and address all relevant and applicable comments as the EA is finalized