

NWO-2014-02338-MT; Part 1

July, 2023

Legend

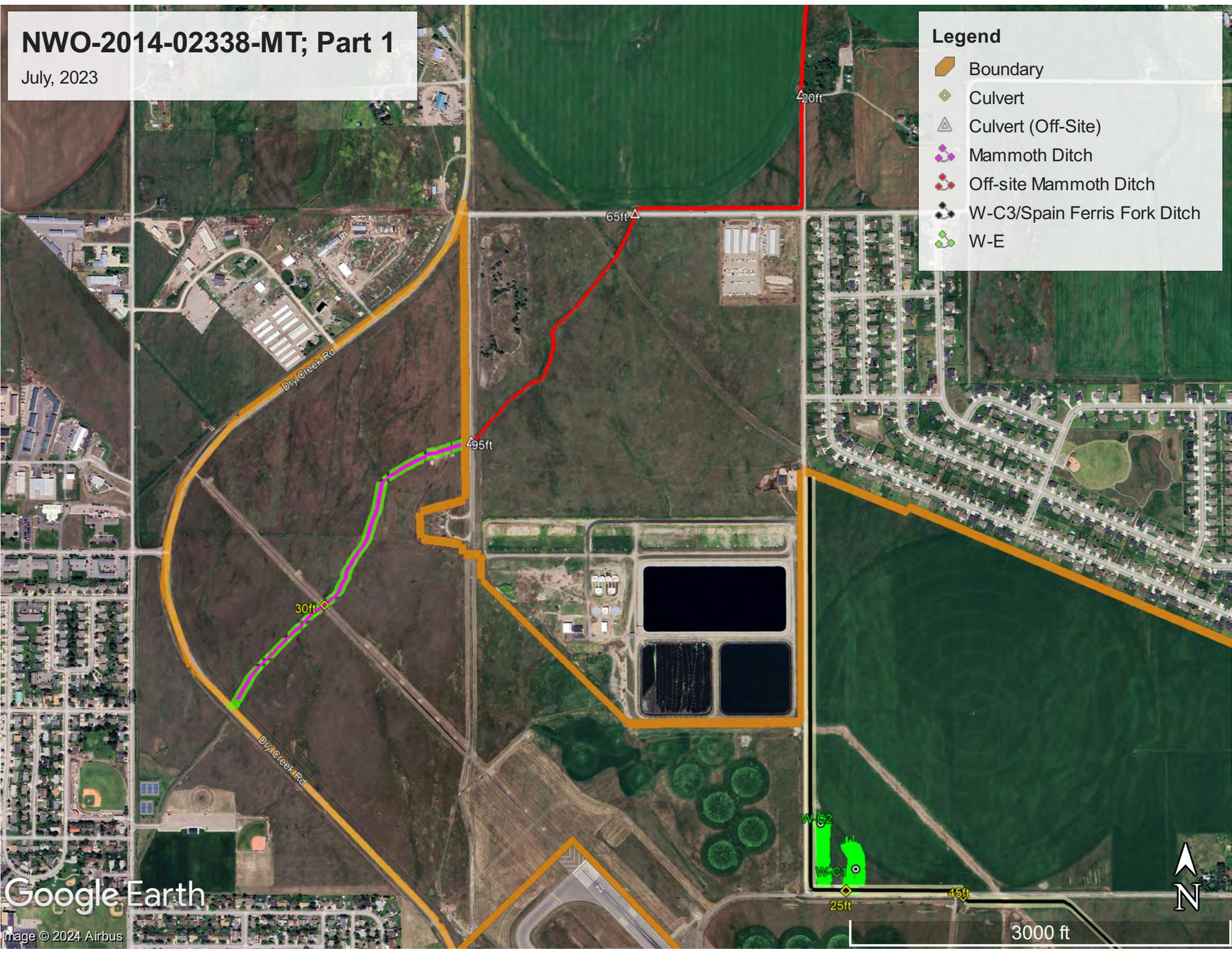
- Boundary
- Culvert
- Culvert (Off-Site)
- Mammoth Ditch
- Off-site Mammoth Ditch
- W-C3/Spain Ferris Fork Ditch
- W-E

Google Earth

Image © 2024 Airbus



3000 ft



NWO-2014-02338-MT; Part 2

July, 2023

Legend

- Boundary
- Culvert
- Dry Creek/Spain Ferris Fork Ditch
- Dry Creek-2
- Hyalite
- Hyalite Creek -OS-1/Hyalite Creek-OS-2
- Off-site Dry Creek
- W-C3/Spain Ferris Fork Ditch
- W-D



Google Earth

Image © 2024 Airbus

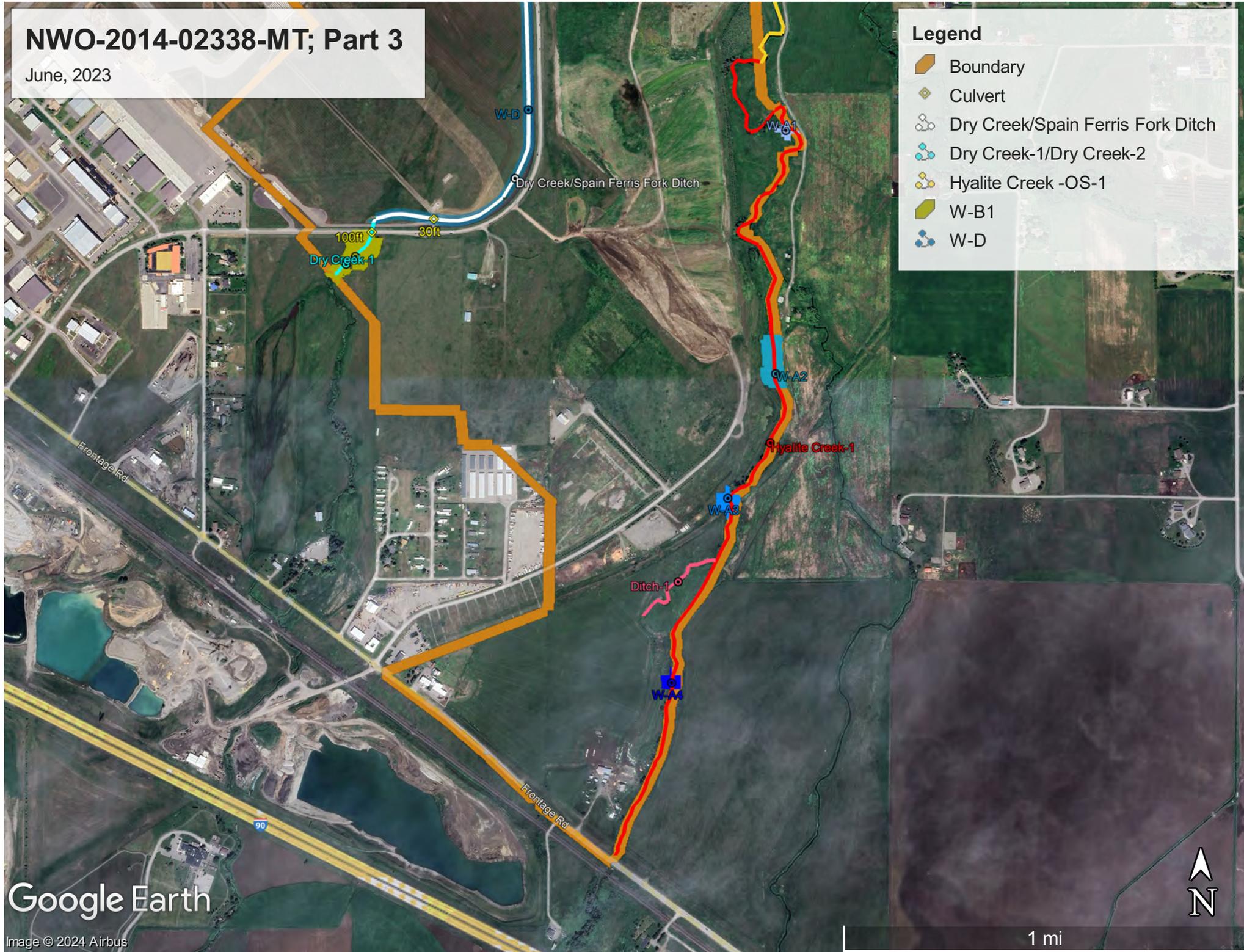
3000 ft

NWO-2014-02338-MT; Part 3

June, 2023

Legend

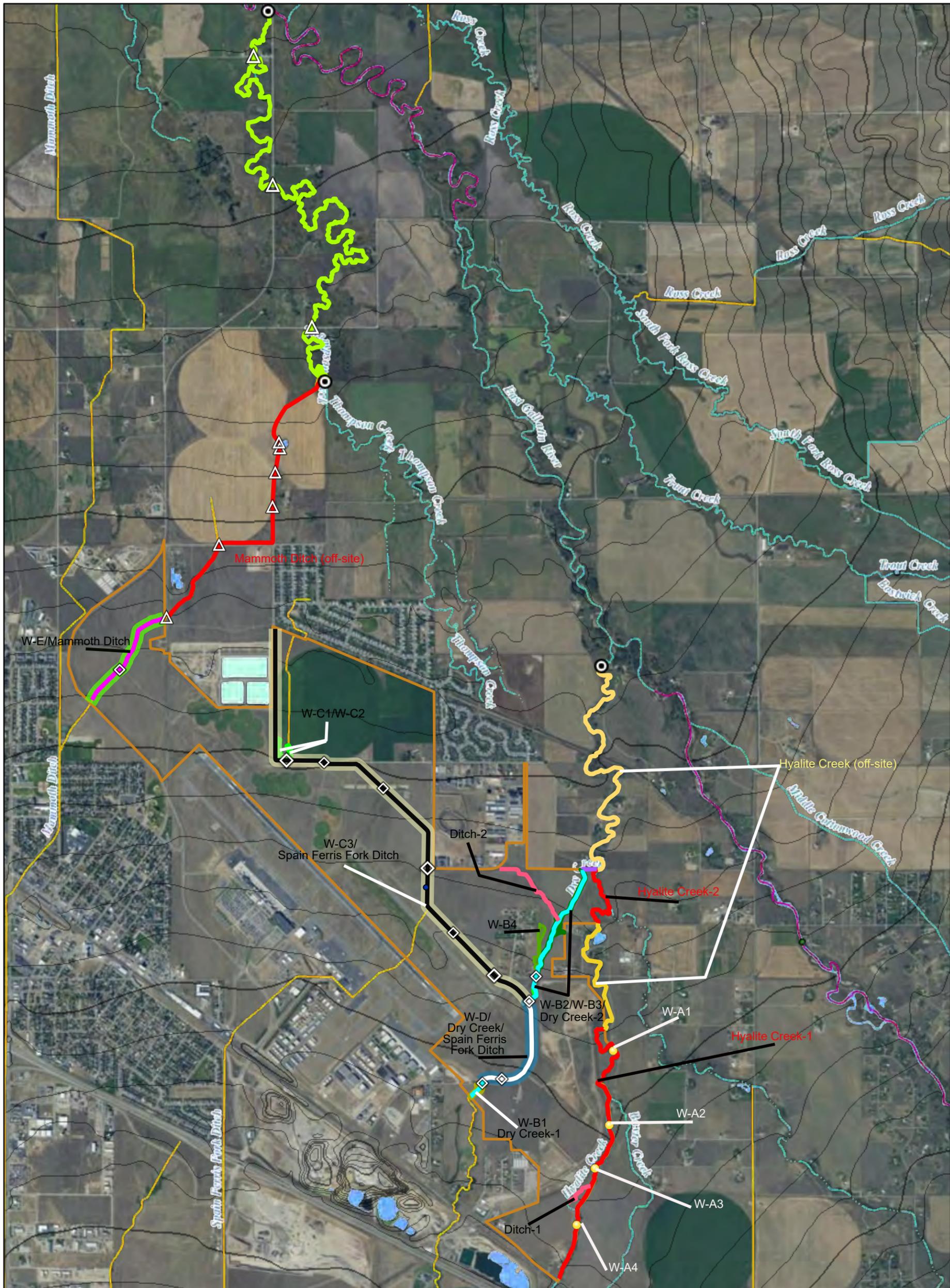
- Boundary
- Culvert
- Dry Creek/Spain Ferris Fork Ditch
- Dry Creek-1/Dry Creek-2
- Hyalite Creek -OS-1
- W-B1
- W-D



Google Earth

Image © 2024 Airbus

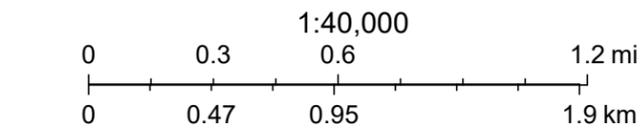
NWO-2014-02338-MT



6/11/2024, 4:03:50 PM

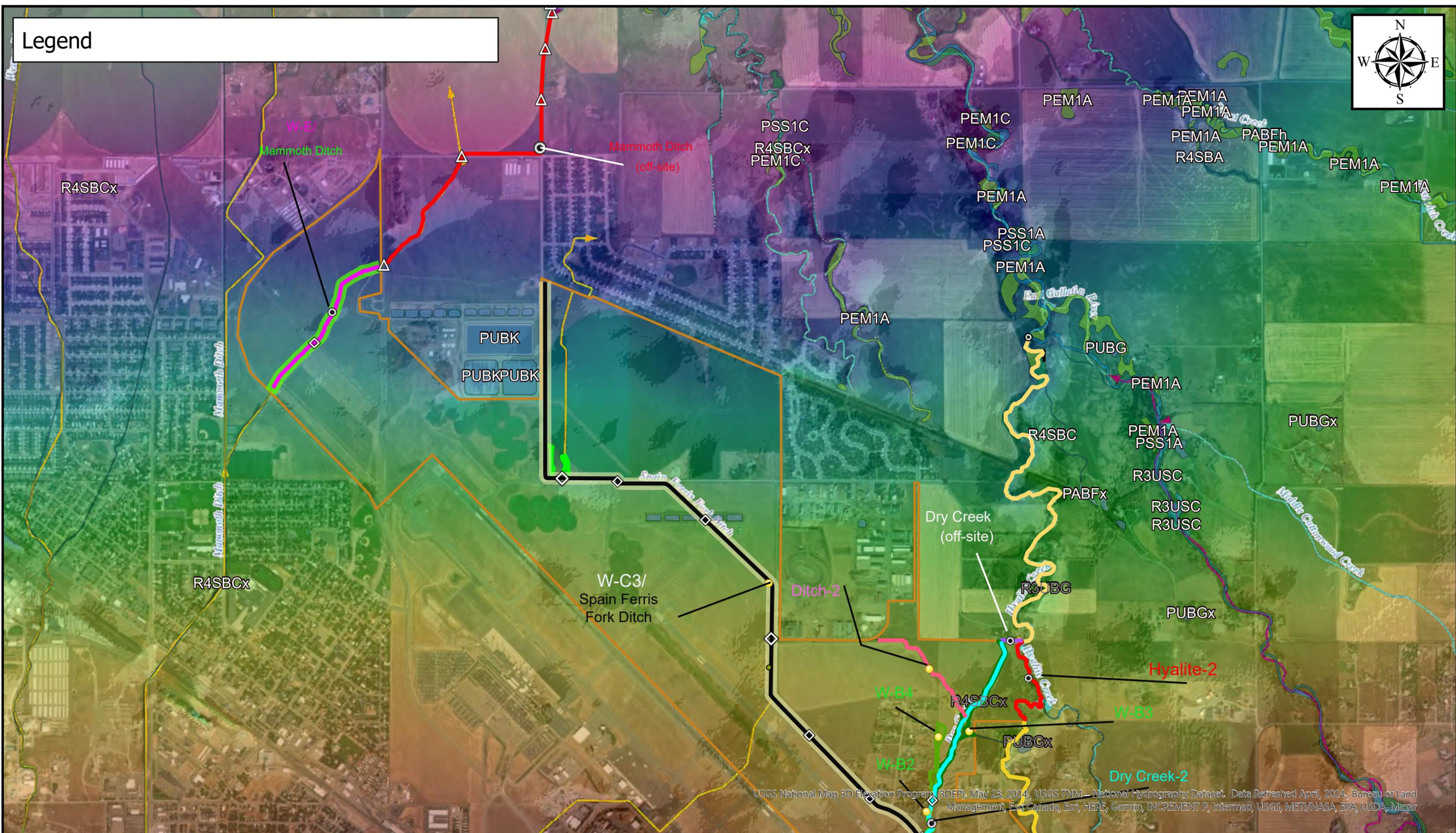
Symbol	Description
Black line	Override 1
Red line	Override 2
Blue line	Override 3
Green line	Override 4
Yellow line	Override 5
Yellow circle	Override 1
Black circle with dot	sn_placemark_circle17
Black circle with dot	sn_placemark_circle27
Black circle with dot	sn_placemark_circle26
Black circle with dot	sn_yw-pushpin10
Black circle with dot	sn_yw-pushpin
Black circle with dot	sn_yw-pushpin27
Black circle with dot	sn_yw-pushpin2
Black circle with dot	sn_yw-pushpin0
Black circle with dot	sn_yw-pushpin
Black circle with dot	sn_yw-pushpin1
Black circle with dot	sn_yw-pushpin5
Black circle with dot	sn_yw-pushpin10
Black circle with dot	sn_yw-pushpin11
Black circle with dot	sn_yw-pushpin16
Black circle with dot	sn_yw-pushpin8
Black circle with dot	sn_yw-pushpin4
Black circle with dot	sn_yw-pushpin05
Black circle with dot	sn_yw-pushpin25
Black circle with dot	sn_yw-pushpin16
Black circle with dot	sn_yw-pushpin8
Black circle with dot	sn_yw-pushpin27
Black circle with dot	sn_yw-pushpin2
Black circle with dot	sn_yw-pushpin0
Black circle with dot	sn_yw-pushpin
Black circle with dot	sn_yw-pushpin1
Black circle with dot	sn_yw-pushpin5
Black circle with dot	sn_yw-pushpin10
Black circle with dot	sn_yw-pushpin11
Black circle with dot	sn_yw-pushpin16
Black circle with dot	sn_yw-pushpin8
Black circle with dot	sn_yw-pushpin4
Black circle with dot	sn_yw-pushpin05
Black circle with dot	sn_yw-pushpin25
Black circle with dot	sn_yw-pushpin16
Black circle with dot	sn_yw-pushpin8

Symbol	Description
Blue square	Area to be Submerged
Blue square	Bay/Inlet
Blue square	Bridge
Blue square	Canal/Ditch
Blue square	Dam/Weir
Blue square	Flume
Blue square	Foreshore
Blue square	Hazard Zone
Blue square	Inundation Area
Blue square	Lock Chamber
Blue square	Rapids
Blue square	Sea/Ocean
Blue square	Special Use Zone
Blue square	Spillway
Blue square	Stream/River
Blue square	Submerged Stream
Blue square	Wash
Blue square	Water Intake/Outflow
Blue square	Flowline - Large Scale
Blue square	Perennial
Blue square	Intermittent
Blue square	Ephemeral
Blue square	Artificial Path
Blue square	Coastline
Blue square	Connector
Blue square	Pipeline
Blue square	Underground Conduit
Blue square	Estuary
Blue square	Ice Mass
Blue square	Lake Pond
Blue square	Playa
Blue square	Reservoir
Blue square	Swamp Marsh
Blue square	Area - Large Scale
Blue square	Area of Complex Channels



USGS The National Map: Orthoimagery 5/14/24
 USGS National Map 3D Elevation Program (3DEP). May 23, 2024.
 USGS TNM - National Hydrography Dataset. Data Refreshed April, 2024.
 USGS The National Map: Orthoimagery. Data refreshed December,

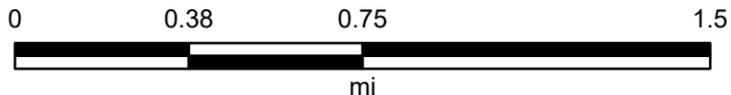
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USGS National Map 3D Elevation Program (3DEP), May 23, 2024, USGS TNM - National Hydrography Dataset, Data Refreshed April, 2024, Bureau of Land Management, Esri, Canada, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Maxar



NWO-2014-02338-MT; Part 1

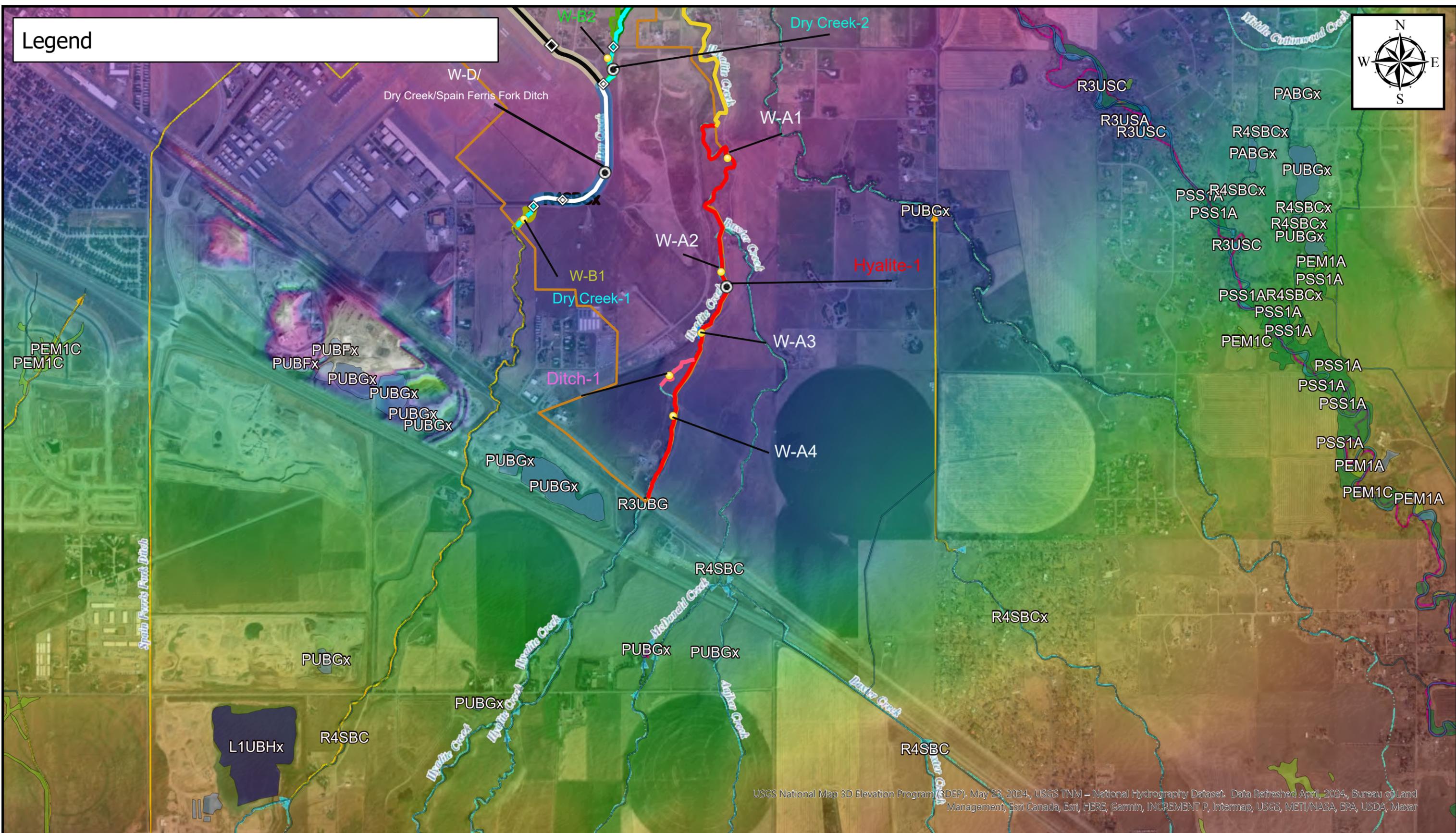


Map Center: 111.147376°W 45.790118°N

Map Created by: Hadden J. Carlberg
Date: 6/11/2024

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
Projection: Mercator Auxiliary Sphere

Legend



USGS National Map 3D Elevation Program (3DEP). May 23, 2024, USGS TNM - National Hydrography Dataset. Data Refreshed April, 2024, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Maxar



NWO-2014-02338-MT; Part 2



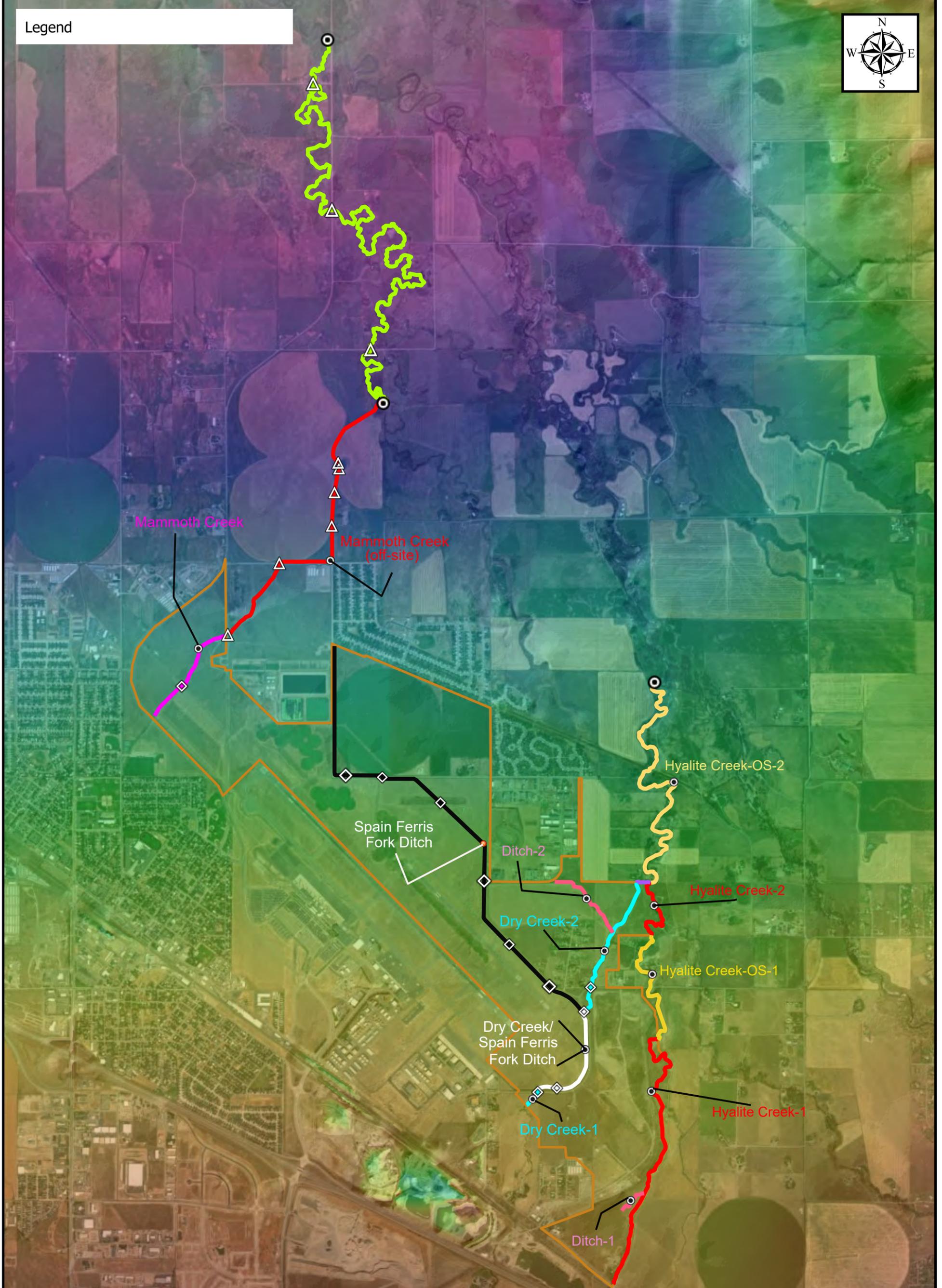
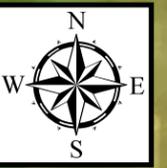
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Map Created by: Hadden J. Carlberg

Date: 6/11/2024

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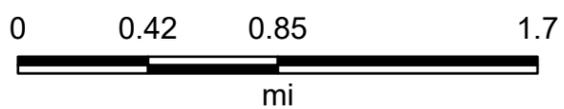
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Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, USGS National Map 3D Elevation Program (3DEP). May 23, 2024, USGS TNM - National Hydrography Dataset. Data Refreshed April, 2024, Maxar



NWO-2014-02338-MT; Part 3



Map Center: 111.146131°W 45.795347°N

Map Created by: Hadden J. Carlberg

Date: 6/11/2024

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere



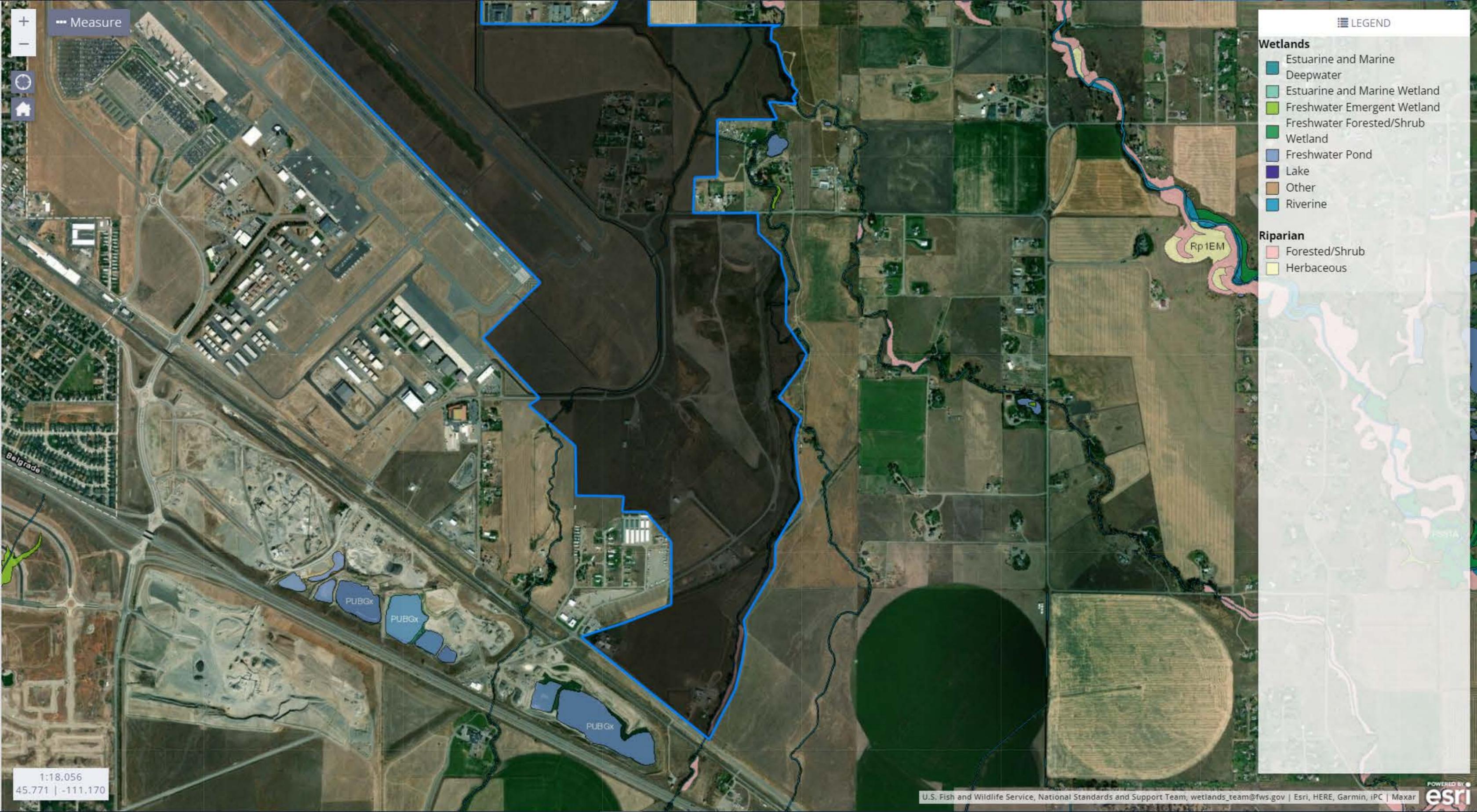
Measure



LEGEND

- Wetlands**
- Estuarine and Marine
 - Deepwater
 - Estuarine and Marine Wetland
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Other
 - Riverine
- Riparian**
- Forested/Shrub
 - Herbaceous

1:18,056
45.793 | -111.186



Measure

LEGEND

- Wetlands**
- Estuarine and Marine Deepwater
 - Estuarine and Marine Wetland
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Other
 - Riverine
- Riparian**
- Forested/Shrub
 - Herbaceous

Belgrade

PUBGx

PUBGx

PUBGx

Rp 1EM

1:18,056
45.771 | -111.170





Measure

LEGEND

- Wetlands**
- Estuarine and Marine Deepwater
 - Estuarine and Marine Wetland
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Other
 - Riverine

- Riparian**
- Forested/Shrub
 - Herbaceous

Convergence of Mammoth Ditch and Thompson Creek

1:18,056
45.838 | -111.171

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Morrison-Meierle, Inc. Attn: Ms. Faith Doty	File Number: NWO-2014-02338-MT	Date: July 3, 2024
Attached is:		See Section below
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
<input type="checkbox"/>	PERMIT DENIAL WITHOUT PREJUDICE	C
<input type="checkbox"/>	PERMIT DENIAL WITH PREJUDICE	D
<input checked="" type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION	E
<input type="checkbox"/>	PRELIMINARY JURISDICTIONAL DETERMINATION	F

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: Not appealable

You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: You may appeal the permit denial

You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information for reconsideration

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.
- **RECONSIDERATION:** You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: Not appealable

You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:

US Army Corps of Engineers,
Montana Regulatory Office
Attn: Sage Joyce, Section Chief
100 Neill Avenue
Helena, Montana 59601-3329
Telephone (406) 441-1375, ext. 1375
Montana.Reg@usace.army.mil

If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:

US Army Corps of Engineers,
Northwestern Division
Attn: Regulatory Appeals Review Officer
P.O. Box 2870
Portland, OR 97208-2870

SECTION II – REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:
Email address of appellant and/or agent:	Telephone number:



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, OMAHA DISTRICT
MONTANA REGULATORY OFFICE
100 NEILL AVENUE
HELENA, MT 59601-3329

July 3, 2024

SUBJECT: NWO-2014-02338-MT – Bozeman-Yellowstone International Airport Runway and Aviation Area Improvements – Approved Jurisdictional Determination

Ms. Faith Doty
Environmental Scientist, Morrison-Maierle, Inc.
2880 Technology Boulevard West, PO Box 1113
Bozeman, Montana 59771

Dear Ms. Doty:

This letter is in response to the request received on May 8, 2024 for an approved jurisdictional determination for the proposed Bozeman Yellowstone International Airport Airfield Improvements project. The site is located in Sections 5, 6, 8, and 17 of Township 1 South, Range 5 East, Section 31 of Township 1 North 5 East, Section 1 of Township 1 South, Range 4 East and Section 36 of Township 1 North, Range 4 East, City of Belgrade, Gallatin County, Montana. Your request has been assigned the Corps Regulatory File Number referenced above. Please reference this file number on any correspondence to us or to other interested parties when referencing this project or concerning this request.

The U.S. Army Corps of Engineers (Corps) regulates the discharge of dredged and fill material into waters of the United States under Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344) and structures or work in, over, and under navigable waters of the United States under Section 10 of the Rivers and Harbors Act (RHA) (33 U.S.C. 403). The implementing regulations for these Acts are published in the Code of Federal Regulations at 33 CFR parts 330-332.

Based on our evaluation of the information provided and other available information, we have determined the following resources are jurisdictional: **W-A1 through W-E, Mammoth Ditch, Spain Ferris Fork Ditch, Dry Creek-1, Dry Creek-2, Dry Creek/Spain Ferris Fork Ditch, Hyalite Creek-1, Hyalite Creek-2, Ditch-1, and Ditch-2**. The attached approved jurisdictional determination provides rationale for why these aquatic resources meet the definition of waters of the United States. Based on this determination, a Department of the Army permit **is** required for the discharge of dredged or fill material into these aquatic resources. This determination does not eliminate requirements to obtain any other applicable federal, state, tribal, or local permits.

Attached to this letter is the approved jurisdictional determination for your project site. This jurisdictional determination is valid for a 5-year period from the date of this letter, until **July 3, 2029**, unless new information warrants revision of the determination before the expiration date. If you object to this determination, you may request an administrative appeal under

Corps regulations at 33 CFR part 331. Enclosed you will find a *Notification of Administrative Appeal Options and Process and Request for Appeal* (NAO-RFA) form. If you request to appeal this determination, you must submit a completed NAO-RFA form to the address listed on the form.

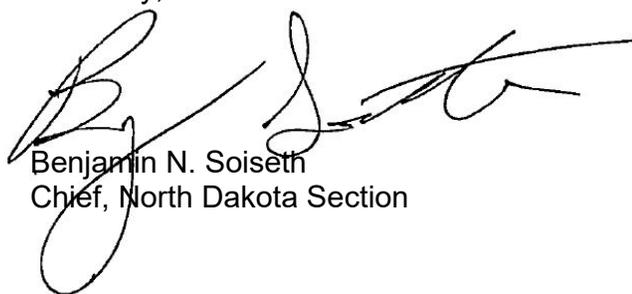
For an NAO-RFA to be accepted by the Corps, the Corps must determine that it is completed, that it meets the criteria for appeal under 33 CFR 331.5, and that it has been received by the Division Office within 60 days of the date of the NAO-RFA. Should you decide to submit an NAO-RFA form, it must be received at the Division Office by **August 31, 2024**. It is not necessary to submit an NAO-RFA form to the Division Office if you do not object to the determination in this letter.

In the event that you disagree with this approved jurisdictional determination and you have **new information** not considered in the original determination, you may request reconsideration of this determination by contacting this office prior to initiating an appeal. To request this reconsideration based upon new information, you must submit the new information to this office so that it is received within 60 days of the date of the NAO-RFA.

The Corps' Omaha District, Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete our Customer Service Survey found on our website at <https://regulatory.ops.usace.army.mil/customer-service-survey/>. If you do not have Internet access, you may call and request a paper copy of the survey that you can complete and return by mail. Additionally, further information regarding the Omaha District Regulatory Program can be obtained by visiting our website at <https://www.nwo.usace.army.mil/Missions/Regulatory-Program/>.

If you have any questions concerning this jurisdictional determination, please contact the Montana Regulatory Program at the above address, by phone at (406) 441-1375, ext. 1375, or by email at Montana.Reg@usace.army.mil and reference file number **NWO-2014-02338-MT**.

Sincerely,



Benjamin N. Soiseth
Chief, North Dakota Section

Enclosures

cc: Brian Sprenger and Scott Humphrey, Bozeman Airport
Diane Stilson and Heidy Bruner, Federal Aviation Administration
Christine Percy and Travis Eickman, Morrison-Maierle, Inc.



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, OMAHA DISTRICT
MONTANA REGULATORY OFFICE
100 NEILL AVENUE
HELENA, MONTANA 59601-3329

June 18, 2024

SUBJECT: Bozeman Yellowstone International Airport - Runway Improvements, Thompson Creek (Gallatin County), File No. NWO-2014-02338-MT

Christine A. Percy
Morrison-Maierle
2880 Technology Blvd W
Bozeman, Montana 59718

Dear Ms. Percy:

This letter is in response to correspondence we received requesting comments or permitting information regarding the above-referenced project. Specifically, the project involves the extension and widening of Runway 11-29, and construction of the North General Aviation Area. The project is located on or near Thompson Creek, at Latitude 45.781842°, Longitude -111.157778°, in Section 6, Township 1 S, Range 5 E, Gallatin County, Montana.

The purpose of this letter is to inform you that based on the information provided in your submittal, we are unable to ascertain if regulated activities are proposed or if jurisdictional waters of the U.S. are present within the project area. A Department of the Army (DA) permit may be required for the proposed activity. In lieu of a specific response, please consider the following general information concerning our regulatory program that may apply to the proposed project.

If the proposal involves activity in navigable waters of the United States, it may be subject to the U.S. Army Corps of Engineers (USACE) jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (RHA). Within the state of Montana, portions of the Kootenai River, the Missouri River, and the Yellowstone River¹ are considered a navigable water of the U.S. Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States unless the work has been authorized by a DA permit. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling,

¹ Section 10 waters in Montana are the Kootenai River (from the International Border between the United States and Canada downstream to Jennings Rapids near Jennings, Montana), the Missouri River and its impoundments (from its headwaters near Three Forks to the North Dakota state line), and the Yellowstone River (from Emigrant to the North Dakota state line).

rechannelization, or any other modification of a navigable water of the United States, and applies to all structures, from the smallest floating dock to the largest commercial undertaking.

If the proposal involves a discharge of dredged or fill material into waters of the United States, it may be subject to USACE jurisdiction under Section 404 of the Clean Water Act (CWA). Discharges of fill material generally include, without limitation: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; dams and dikes; property protection or reclamation devices such as riprap, weirs, bulkheads, and revetments; levees or berms; fill for intake and outfall pipes and trenched utility lines; fill associated with the creation of ponds; and any other work involving the discharge of fill or dredged material. A DA permit is required whether the work is permanent or temporary. Waters of the U.S. include the area below the ordinary high water mark of stream channels, lakes or ponds connected to the tributary system, and wetlands adjacent to these waters ([33 CFR § 328.3](#)). Other waters and wetlands, as well as man-made channels, may be waters of the U.S. in certain circumstances, which must be determined on a case-by-case basis. CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States unless the work has been authorized by a Department of the Army permit under Section 404. Information about the USACE permitting process can be obtained online at <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Montana>.

The mission of the USACE Regulatory Program is to protect the Nation's aquatic resources while allowing reasonable development through fair, flexible, and balanced permit decisions. Under Section 404 of the Clean Water Act, we work to protect the biological, physical, and chemical integrity of the Nation's aquatic resources. Projects are evaluated on a case-by-case basis to determine the potential benefits and detriments that may occur as a result of the proposal.

Before a permit is issued or verified, the Corps must ensure that we've met all our obligations under any related federal and state laws. For all projects, the Corps will consult with other state and federal agencies and Native American tribes, as appropriate. USACE evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses; please see the attached document for additional information and resources for permitting.

Useful documents, links, and information about Jurisdictional Determinations, Pre-Application Meetings, Permit Exemptions, Nationwide Permits, Regional Permits, Individual Permits, and Permit Applications and Permit Resources are available on our webpage: <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Montana>.

Prior to applying for a DA permit, the project proposer may request a pre-application consultation meeting with USACE (virtual or in-person, on or off-site) to obtain information regarding the information needed, alternatives, and options for permitting

before an applicant makes irreversible commitments of resources (funds, detailed designs, materials, etc.). A pre-application meeting is strongly recommended if the proposal has substantial impacts to waters of the U.S., or if it is a large, unique, or controversial project.

USACE Section 10/404 permits do not cover other potential authorizations that are often required. Others may include state or local permits such as a 310 Permit, SPA 124 Permit, 318 Authorization or 401 Water Quality Certification, Navigable Rivers Land Use License, or Floodplain Permit. Local and state governments issue permits or other authorizations to ensure compliance with local and state laws and regulations. The Corps permitting program is in place to ensure your project is in compliance with federal laws and regulations.

Note that this letter is not a DA authorization to proceed. It only informs you of the need to obtain a DA permit if waters of the U.S. will be affected. If the final design includes the placement of fill material in any jurisdictional area described above, or otherwise requires authorization by a DA permit, please submit a [Montana Joint Permit Application](#) to this office prior to starting any work. After a review of the materials submitted, we will determine what type of permit, if any, will be required. If waters of the U.S. will not be affected by a jurisdictional activity a DA permit will not be required for the project.

Please refer to identification number **NWO-2014-02338-MT** in any correspondence concerning this project. If you have any questions, please contact the Montana Regulatory Office by email at Montana.Reg@usace.army.mil, or by telephone at (406) 441-1375.

Sincerely,

Montana

Regulatory Team

The Omaha District, Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete our Customer Service Survey found on our website at: <https://regulatory.ops.usace.army.mil/customer-service-survey/>. Paper copies of the survey are also available upon request for those without Internet access.

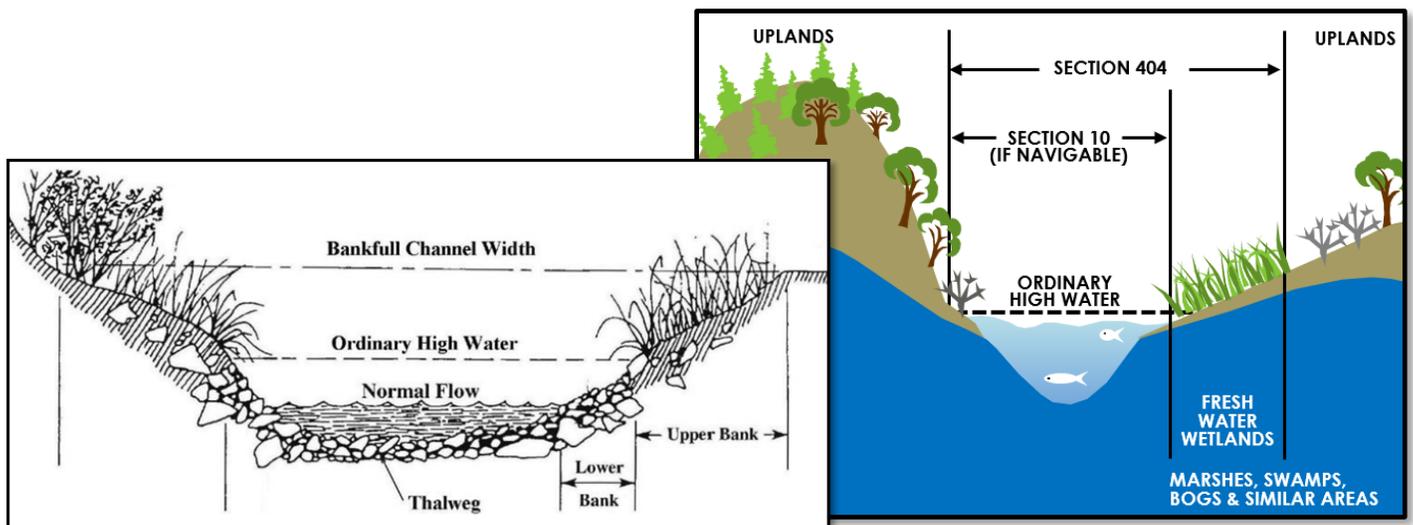
U.S. Army Corps of Engineers – Omaha District, Montana Additional Information and Resources for Permitting

1. Geographic and Activity Jurisdiction: The U.S. Army Corps of Engineers (USACE) Regulatory Program, administers and enforces **Section 10 of the Rivers and Harbors Act of 1899 (RHA)** and **Section 404 of the Clean Water Act (CWA)**.

Under **Section 10 of the RHA**, a permit is required to do **any work in, over or under** a navigable water of the United States or to do **any work that affects the course, location, or condition** of the waterbody in such a manner as to impact on its navigable capacity. Navigable waters in Montana include the Missouri River, most of the Yellowstone River and a portion of the Kootenai River, their impoundments and side channels.

Under **Section 404 of the CWA**, a permit is required for the **discharge of dredged or fill material** into waters of the United States (WOTUS). WOTUS includes the area below the ordinary high water mark of river and stream channels, lakes or ponds connected to the tributary system, and wetlands adjacent to these waters. Other waters and wetlands, as well as man-made ditches and channels, may be WOTUS in certain circumstances, which must be determined by the Corps on a case-by-case basis.

There are some activities that have been determined to be exempt from USACE regulation. For example, discharges resulting from normal farming, silviculture, and ranching activities (plowing, seeding, cultivating, etc.) are generally not subject to regulation under Section 404 of the CWA. To be considered exempt, these activities must occur in the context of established (on-going) farming operations. You should obtain confirmation from the Corps to avoid a potential violation of federal law before conducting any discharge you believe is exempt.



2. Pre-Application Meeting: Applicants can request a pre-application consultation or meeting – virtual or in-person, on or off-site. This is an optional step, but helpful in determining the information needed for permitting, additional authorizations that may be needed, alternatives, and options for permitting before an applicant makes irreversible commitments of resources (funds, detailed designs, materials, etc.). Send requests for Pre-App meetings to Montana.Reg@usace.army.mil and include information on point of contacts, location, and preliminary project details.

3. Application Submission: Applicants should submit their application package, including maps, plans and drawings to Montana.Reg@usace.army.mil. Submit complete, detailed, and thorough information regarding the project. Processing time cannot begin until the Corps receives complete application information, including proper drawings. We need to be able to locate the project (detailed location map) and easily determine and verify dimensions and position of the project (site plan and cross section drawings).

4. Aquatic Resource Inventory: The application package must include a delineation of waters of the United States and special aquatic sites, including wetlands or pool and riffle complexes, and other waters, such as lakes, ponds and ditches, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by USACE to include the use of the 1987 Wetland Delineation Manual and appropriate Regional Supplements. USACE can perform the delineation upon request; however, this may take time to schedule due to often high workloads in USACE District Regulatory offices. Therefore, delineations are typically performed by a consultant hired by the property owner and verified by USACE personnel.
5. Project Evaluations & Alternatives: USACE evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) ([33 CFR part 325](#)), (2) determining whether the proposal is contrary to the public interest ([33 CFR § 320.4](#)), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) ([40 CFR part 230](#)). If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" ([40 CFR § 230.10\(a\)](#)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.
6. Endangered Species and Critical Habitat: The Endangered Species Act requires Federal agencies to consult with the U.S. Fish and Wildlife Service (Service) and the National Marine Fisheries Service, as appropriate, if an activity that requires Federal authorization (such as a USACE permit) may affect endangered or threatened species or critical habitat. For non-Federal permittees, if any listed species or designated critical habitat might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat, the application must include the name(s) of those endangered or threatened species that might be affected by the proposed activity or utilize the designated critical habitat that might be affected by the proposed activity. The Service has developed an online system that allows users to find information about sensitive resources that may occur within the vicinity of a proposed project. The "Information, Planning and Conservation System," (IPaC), is located at: <https://ipac.ecosphere.fws.gov/>.
7. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act (NHPA) requires the Corps to take into account the effects that activities authorized by Department of the Army permits are likely to have on historical properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP). Any structure over fifty years of age is considered historic and is potentially eligible for listing on the NRHP unless it has been previously determined ineligible. State Historic Preservation Officers (SHPO) and Tribal Historic Preservation Officers (THPO) are provided the opportunity to review and comment on all individual permit activities and certain general permit activities. For non-Federal permittees, if the activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the NRHP, the application must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. Inquiry with the Montana SHPO is recommended to determine the presence of any associated historic resources in the area. Contact information can be found at <http://mhs.mt.gov/shpo>.
8. Water Quality Certification: Section 401 of the Clean Water Act requires any applicant for a permit for an activity that may result in the discharge of a pollutant into WOTUS to obtain a certification that the discharge will comply with applicable effluent limitations and water quality standards. Applications for water quality certifications are reviewed by states, Tribes, or the U.S. Environmental Protection Agency (EPA). Water quality certifications are required for USACE permits that authorize discharges of

dredged or fill materials into WOTUS. Some of the Nationwide Permits (NWP) or Regional General Permits (RGP) have WQC granted for them already; individual permits and other NWP/RGP will require individual certification. Contact our office to determine the appropriate Water Quality Agency for your project.

9. Mitigation: Mitigation consists of avoidance, minimization, and compensation. USACE requires that applicants consider and use all reasonable and practical measures to avoid and minimize impacts to aquatic resources. You are required to submit a mitigation plan/statement with an application if impacts will occur to 0.10 acre of wetlands and/or 0.03 acre of stream.

Compensatory mitigation is the restoration, establishment, enhancement, and in certain circumstances, preservation of aquatic resources to offset unavoidable adverse impacts. Compensatory mitigation is accomplished through purchase of credits from a mitigation bank or in-lieu fee program, or permittee-responsible mitigation. During the application review process, the Corps will determine whether compensatory mitigation is necessary, and may require the applicant submit a plan for conducting proposed compensatory mitigation.

10. Activities Affecting Structures or Works Built by the United States: If any aspect of your proposed project is located within the vicinity of an existing USACE federally authorized Civil Works project (a "USACE project"), you may be required to seek permission from USACE pursuant to 33 U.S.C. 408 (Section 408) and/or real estate related permissions. Alterations/modifications to completed USACE projects requires a USACE permission pursuant to Section 408. In addition, real estate permissions may be necessary if the proposed project would affect United States real estate interests managed by USACE. For information on our Section 408 request process or to determine whether a Section 408 or real estate permission is required, please contact: Section408NWO@usace.army.mil

11. United States Coast Guard (USCG): In Montana, the Missouri River, portions of the Kootenai River, and the majority of the Yellowstone River are considered navigable waters of the U.S. as determined by USACE. The state of Montana considers additional waterways to be navigable waterways. The USCG is the agency with the authority to regulate the construction, operation, and maintenance of bridges and causeways in or across navigable waters under Section 9 of the Rivers and Harbors Act. Aerial trams and conveyors, aqueducts, utility lines, overhead pipelines, and similar structures that are affixed to a bridge span over waters of the U.S., are themselves considered a bridge structure. If the proposed work involves bridging or crossing of a navigable water the work may be regulated by the USCG.

To determine USCG requirements, please contact:

Commander (dpw)
13th Coast Guard District
915 2nd Avenue, Room 3510
Seattle, WA. 98174-1067
Attn: Waterways Management Branch
(206) 220-7282 | D13-SMB-D13-DPW@uscg.mil

12. Other Federal, State, or Local Permits: A USACE Section 10/404 permit does not cover other potential authorizations that may be required. Others may include state or local permits such as a 310 Permit, SPA 124 Permit, 318 Authorization or 401 Water Quality Certification, Navigable Rivers Land Use License, or Floodplain Permit. Local and state governments issue permits or other authorizations to ensure compliance with local and state laws and regulations. The Corps permitting program is in place to ensure your project is in compliance with federal laws and regulations.

See the Montana Department of Natural Resources & Conservation – Stream Permitting website for details: <https://dnrc.mt.gov/Licenses-and-Permits/Stream-Permitting/>

June 7, 2024

Belgrade Chamber of Commerce
Via email: info@belgradechamber.org

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear Belgrade Chamber of Commerce:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**
 - This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
 - Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
 - This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
 - The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
 - This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
 - **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done

- under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
 - This element will install drainage improvements (i.e. culverts) to facilitate the Runway 11-29 extension and construction of the North apron and hangar areas, as well as construction of both parallel taxiways.
 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on Belgrade Chamber of Commerce resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Belgrade Chamber of Commerce resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the Belgrade Chamber of Commerce will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

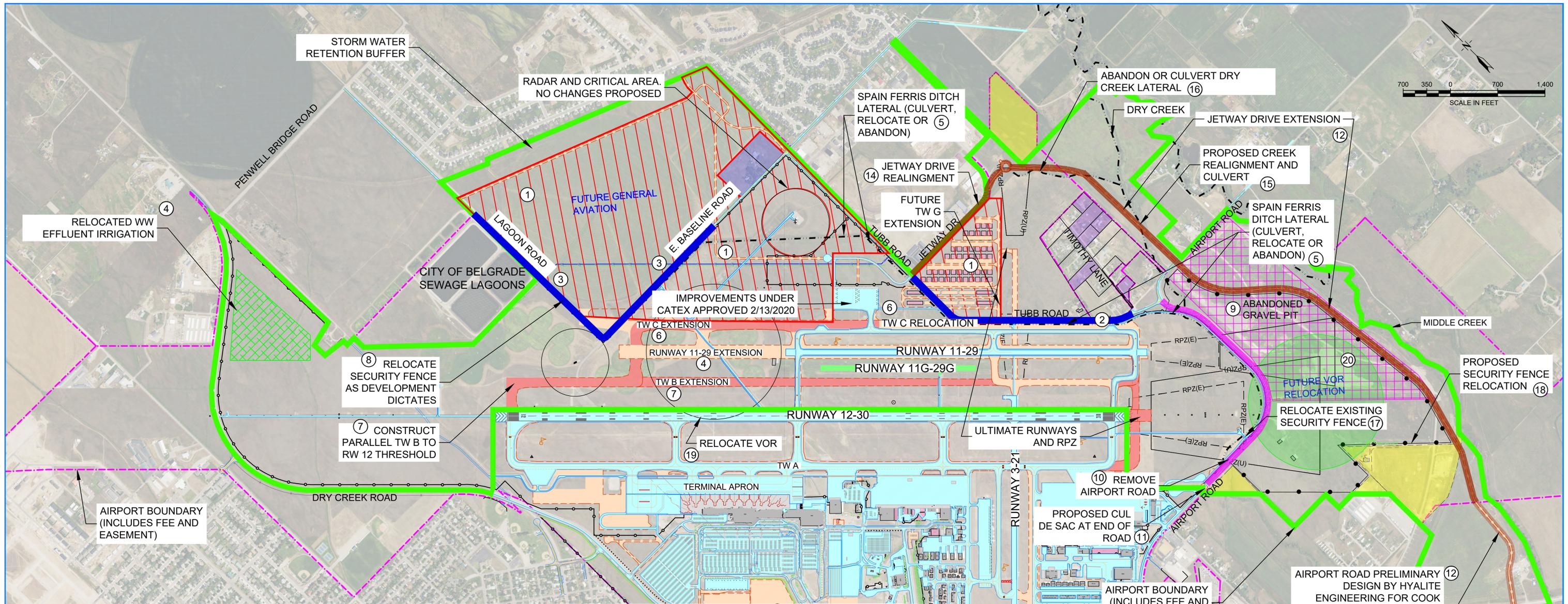
If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure



LEGEND:

- EXISTING PAVEMENT AREAS
- FUTURE PAVEMENT AREAS
- FUTURE NORTH SIDE IMPROVEMENTS (APRON/TAXILANE/HANGAR/WATER/SEWER/DRAINAGE/LIGHTING/FENCING/ROADWAY DEVELOPMENT)
- AREA OF POTENTIAL EFFECT
- CLOSE / REMOVE SECTION OF EXISTING ROAD
- PROPOSED TAXIWAY AND RUNWAY PAVEMENTS
- PROPOSED AIRPORT ROAD RELOCATION
- REMOVE SECTION OF EXISTING AIRPORT ROAD
- EXISTING DITCH/CREEK
- AIRPORT PROPERTY BOUNDARY (FEE & EASEMENT)
- LAND IN AIRPORT BOUNDARY BY EASEMENT
- APPROX. LIMITS OF ABANDONED GRAVEL PIT
- TIMOTHY LANE - FUTURE LAND ACQUISITIONS PARCELS
- E. BASELINE ROAD - FUTURE LAND ACQUISITIONS PARCEL

PROPOSED ACTION:

- ① EXPAND APRON/TAXILANE/HANGAR AREA (WATER / SEWER / ROADS / DRAINAGE / UTILITIES)
- ② CLOSE / REMOVE APPROXIMATELY 3,500 LF OF TUBB ROAD
- ③ CLOSE / REMOVE APPROXIMATELY 2,300 LF OF EAST BASELINE ROAD AND 2,650 LF OF LAGOON ROAD
- ④ RW 11-29
 - i. EXTEND RW 11-29 2,430 LF TO THE WEST
 - ii. WIDEN RW 11-29 TO 150' WIDE (AIRCRAFT >150,000 LBS)
 - iii. RELOCATE PAPI
 - iv. CLOSE TURF RW 11G-29G
 - v. RELOCATION OF EFFLUENT IRRIGATION
 - vi. APPROACH / DEPARTURE PROCEDURES
- ⑤ CULVERT/RELOCATE/ABANDON SPAIN FERRIS DITCH LATERAL
- ⑥ RELOCATE / EXTEND TW C ALONG RW 11-29
- ⑦ EXTEND TAXIWAY B TO RUNWAY 12 THRESHOLD AND CONNECTOR TAXIWAY TO RUNWAY 11 THRESHOLD
- ⑧ RELOCATE SECURITY FENCE AS DEVELOPMENT DICTATES
- ⑨ GRAVEL PIT WASTE AREA FILLING AND REGRADING
- ⑩ REMOVE/ABANDON APPROXIMATELY 3,800 LF OF AIRPORT ROAD
- ⑪ CONSTRUCT CUL DE SAC ON EXISTING AIRPORT ROAD CONSTRUCT APPROXIMATELY 11,000 LF TOTAL OF NEW JETWAY DRIVE AND ADJOINING ROAD IMPROVEMENTS/CONTROLS (SEE 13) (APPROXIMATELY 2,500 LF BY HYALITE ENGINEERING)
- ⑫ CONSTRUCT TURN BAY IMPROVEMENTS ON S-205.
- ⑬ CONSTRUCT/RECONSTRUCT APPROX. 2,300 LF OF JETWAY DRIVE
- ⑭ REALIGN DRY CREEK AND CULVERT IMPROVEMENTS
- ⑮ ABANDON OR CULVERT DRY CREEK LATERAL
- ⑯ RELOCATE APPROXIMATELY 3,200 LF OF SECURITY FENCE
- ⑰ CONSTRUCTION APPROXIMATELY 10,500 LF OF SECURITY FENCE
- ⑱ RELOCATE VOR - BY FAA

NOTES:

- 1. CRI TO INCLUDE REVIEW OF ALL STRUCTURES IN TERMINAL AREA FOR HISTORIC DISTRICT EVALUATION.

 <p>engineers • surveyors • planners • scientists</p>	<p>2880 Technology Blvd West Bozeman, MT 59718</p> <p>406.587.0721</p> <p>www.m-m.net</p> <p><small>COPYRIGHT © MORRISON-MAIERLE, INC., 2023</small></p>	<p>DRAWN BY: JGL</p> <p>DSGN. BY: TJE</p> <p>APPR. BY: TJE</p> <p>DATE: 08/2023</p>	<p>BOZEMAN YELLOWSTONE INTERNATIONAL AIRPORT</p> <p>BELGRADE MONTANA</p>	<p>PROJECT NO. 0761.156</p>
	<p>RUNWAY 11-29 TO C-III STANDARDS, NORTH SIDE AND AIRPORT ROAD RELOCATION IMPROVEMENTS</p>			<p>FIGURE NUMBER EA FIG. 1</p>

N:\0761156 - EA N Side & Roads\ACAD\Exhibits\0761-156_EA North Side Exhibit 01092024.dwg Plotted by dean squires on Jun/4/2024

June 7, 2024

Belgrade City Police
Dustin Lensing, Chief of Police
Via email: policegeneralinfo@belgrademt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Lensing:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 14, 2024

BNSF
richard.scott2@BNSF.com

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Dear Mr. Scott,

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

We create solutions that build better communities

- This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
- Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
- This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
- The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
- This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
- **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway

- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators (PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
 - This element will install drainage improvements (i.e. culverts) to facilitate the Runway 11-29 extension and construction of the North apron and hangar areas, as well as construction of both parallel taxiways.
 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on BNSF resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any BNSF resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the BNSF will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 14, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 11, 2024

Bozeman Chamber of Commerce
dschliem@bozemanchamber.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Schliem,

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

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Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

We create solutions that build better communities

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- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
- Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
- This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
- The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
- This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
- **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
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- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
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Information Request

We are requesting a review of potential project-related effects on Bozeman Chamber of Commerce resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Bozeman Chamber of Commerce resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the Bozeman Chamber of Commerce will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 11, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Central Valley Fire District/Belgrade City Fire Department
Brandon Yung
Via email: byung@centralvalleyfire.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Yung:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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We create solutions that build better communities

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- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
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Information Request

We are requesting a review of potential project-related effects on Central Valley Fire District/Belgrade City Fire Department resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Central Valley Fire District/Belgrade City Fire Department resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

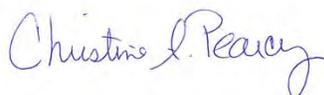
A written response from the Central Valley Fire District/Belgrade City Fire Department will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

CenturyLink
Via email: customeradvocacy@lumen.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear CenturyLink:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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Supporting elements to implement this proposed action are:

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
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- under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
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- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on CenturyLink resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any CenturyLink resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the CenturyLink will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

Charter (Spectrum)

Cameron Blanchard, Executive VP of Corporate Communications, Avery Boggs, Group VP of Policy Communications, Danielle Dunn, Director of Communications for the Northwest Region

Via email: Cameron.Blanchard@charter.com, Avery.Boggs@charter.com,
Danielle.Dunn@charter.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear Ms. Blanchard, Ms. Boggs, and Ms. Dunn:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

We create solutions that build better communities

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**
 - This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
 - Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
 - Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
 - This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
 - The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
 - This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
- **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway

- 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators (PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
 - This element will install drainage improvements (i.e. culverts) to facilitate the Runway 11-29 extension and construction of the North apron and hangar areas, as well as construction of both parallel taxiways.

- This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.
- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on Charter (Spectrum) resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Charter (Spectrum) resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the Charter (Spectrum) will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

N:\0761\156 - EA N Side & Roads\02 Correspondence\Correspondence\Agency Request for Comment Letters

June 7, 2024

City of Belgrade
Via email: cegregory@belgrade.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear City of Belgrade:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**
 - This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
 - Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
 - This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
 - The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
 - This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
 - **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done

- under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
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 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on City of Belgrade resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any City of Belgrade resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the City of Belgrade will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

City of Bozeman
Via email: BozemanMT@customerportal.help

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear City of Bozeman:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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- under a cooperative agreement across adjoining private property that is undergoing private development.
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Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

Federal Aviation Administration – Helena Airports District Office
Steve Engebrecht, Manager of Helena Airports District Office
Via email: steve.engebrecht@faa.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Engebrecht:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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We create solutions that build better communities

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- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
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 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators (PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
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 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

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- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on Federal Aviation Administration – Helena Airports District Office resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Federal Aviation Administration – Helena Airports District Office resources within the vicinity of the project.

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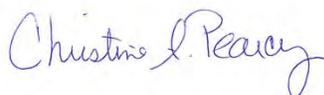
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Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Gallatin College
Via email: gallatincollege@montana.edu

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear Gallatin College:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
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Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

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Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

Gallatin Conservation District
Becky Clements
Via email: becky@gallatincd.org

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Clements:

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Information Request

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Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Gallatin County Commission
Jennifer Boyer, Scott MacFarlane, Zach Brown
Via email: jennifer.boyer@gallatin.mt.gov, scott.macfarlane@gallatin.mt.gov,
zach.brown@gallatin.mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

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Environmental Scientist

Enclosure

June 7, 2024

Gallatin County Planning Department
Via email: planning@gallatin.mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

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 - The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
 - This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
 - **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done

- under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
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 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
 - This element will install drainage improvements (i.e. culverts) to facilitate the Runway 11-29 extension and construction of the North apron and hangar areas, as well as construction of both parallel taxiways.
 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on Gallatin County Planning Department resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Gallatin County Planning Department resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the Gallatin County Planning Department will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

Gallatin County Road and Bridge Department
Via email: roaddept@gallatin.mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for Extend and Widen Runway 11-29 and Construct North General Aviation Area; Belgrade, Montana

Dear Gallatin County Road and Bridge Department:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**
 - This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
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Information Request

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We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

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Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Gallatin County Sheriff
Dan Springer, Sheriff
Via email: dan.springer@gallatin.mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Springer

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

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Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

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- This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
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- **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
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 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
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- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
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Information Request

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We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

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Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

Mammoth Ditch Company
Justin Mohler, Rhett Boerger
Via email: justinmohler@gmail.com, rhett.boerger@bozemanairport.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Mohler and Mr. Boerger:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Montana Department of Environmental Quality
Keenan Storrar
Via email: Keenan.storrar@mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Storrar:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

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Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

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- This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
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- The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
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 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
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 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
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- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
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We are requesting a review of potential project-related effects on Montana Department of Environmental Quality resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Montana Department of Environmental Quality resources within the vicinity of the project.

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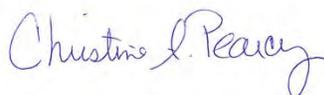
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Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Montana Department of Fish, Wildlife, and Parks, Region 3 Wildlife Biologist and Fisheries
Biologist (Bozeman)
Jen Smitham
Via email: jsmitham@mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Smitham:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

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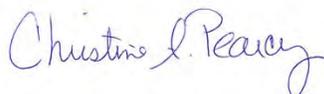
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cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

N:\0761\156 - EA N Side & Roads\02 Correspondence\Correspondence\Agency Request for Comment Letters

June 7, 2024

Montana Department of Natural Resources and Conservation
Mark Elison, Christine Schweigert
Via email: melison@mt.gov, cschweigert@mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Elison and Ms. Schweigert:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
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Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Montana Department of Transportation - Aeronautics Division
Tim Conway
Via email: tconway@mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Conway:

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- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on Montana Department of Transportation - Aeronautics Division resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Montana Department of Transportation - Aeronautics Division resources within the vicinity of the project.

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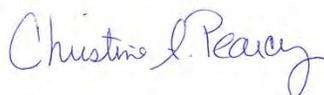
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Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Montana Department of Transportation - Planning and Traffic Safety
Jean Riley
Via email: jriley@mt.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Riley:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

We create solutions that build better communities

- This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
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 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
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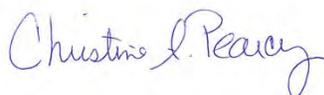
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Attn: Christine Pearcy
cpearcy@m-m.net

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Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

Natural Resources Conservation Service, Bozeman Field Office
Tom Watson
Via email: tom.watson@usda.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Watson:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

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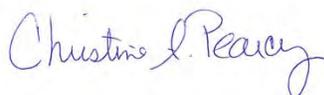
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cpearcy@m-m.net

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Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

NorthWestern Energy
Sady Babcock
Via email: sady.babcock@northwestern.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Babcock:

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Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

Spain Ferris Ditch Company
Rhett Boerger
Via email: Rhett.Boerger@bozemanairport.com

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

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- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
- **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway

- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators (PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
 - This element will install drainage improvements (i.e. culverts) to facilitate the Runway 11-29 extension and construction of the North apron and hangar areas, as well as construction of both parallel taxiways.
 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on Spain Ferris Ditch Company resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any Spain Ferris Ditch Company resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the Spain Ferris Ditch Company will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

U.S. Army Corps of Engineers
Sage Joyce, Montana Program Manager
Via email: sage.l.joyce@usace.army.mil

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Joyce:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

We create solutions that build better communities

- This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
- Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
- This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
- The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
- This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
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 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway

- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
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 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
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 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators (PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
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 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
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- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on U.S. Army Corps of Engineers resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any U.S. Army Corps of Engineers resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the U.S. Army Corps of Engineers will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 3, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

U.S. Fish and Wildlife Service
Adam Zerrenner, Field Supervisor, Jacob Martin, Deputy Field Supervisor
Via email: adam_zerrenner@fws.gov, cc: jacob_martin@fws.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Mr. Zerrenner and Mr. Martin:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

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- This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30 and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
- Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
- This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
- The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
- This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
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 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway

- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators (PAPIs), and runway/taxiway lighting and markings.
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 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
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- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on U.S. Fish and Wildlife Service resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on U.S. Fish and Wildlife Service resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the U.S. Fish and Wildlife Service will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

United States Department of Agriculture – Gallatin National Forest
Kathy Minor, Forest Supervisor, Erin Fryer, Environmental Coordinator
Via email: Kathleen.minor@usda.gov, Erin.Fryer@usda.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Minor and Ms. Fryer:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

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Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**
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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
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- under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
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Information Request

We are requesting a review of potential project-related effects on United States Department of Agriculture – Gallatin National Forest resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any United States Department of Agriculture – Gallatin National Forest resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the United States Department of Agriculture – Gallatin National Forest will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure

June 7, 2024

United States Department of the Interior – Bureau of Land Management, Butte Field Office
Via email: BLM_MT_Butte_FO@blm.gov

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear United States Department of the Interior – Bureau of Land Management, Butte Field Office:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**
 - This element proposes to construct full-length parallel taxiways (Taxiway B and Taxiway C) and connecting taxiways along Runway 11-29 to connect Runway 12-30

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- and the north hangar area development to extended Runway 11-29. The proposed taxiways and taxilanes will be designed according to the criteria in FAA AC 150/5300-13B, *Airport Design*.
- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
 - Parallel Taxiway B will be constructed along the southside of Runway 11-29 to match Runway 12-30s length at 8,994 feet. The taxiway will be 50 feet wide.
 - This element will abandon the Spain Ferris Ditch lateral as it is an obstruction in the Taxiway C Taxiway Safety Area (TSA).
 - The removal of the turf Runway 11-29G is proposed to avoid conflict with parallel Taxiway B.
 - This element will relocate effluent irrigation infrastructure (i.e. existing effluent sprinklers in proposed runway protected areas) to Airport property off the east side of Dry Creek Road and south of Penwell Bridge Road.
- **Approach and departure procedures associated with the Runway 11-29 extension**
 - Approach procedures to Runway 11-29 that will be a “sidestep” procedure from Runway 12-30’s Instrument Landing System (ILS) precision approach procedure will be requested. This approach procedure uses the existing approach infrastructure to Runway 12-30 and requires Runway 11-29 to have non precision approach visibility minimums (no less than 1 mile visibility) along with associated design standards for the RPZ.
 - **Construct or remove roads associated with extended Runway 11-29 for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 2,300 feet of East Baseline Road in the footprint of future Runway 11-29 OFA.
 - This element will remove approximately 2,650 feet of Lagoon Road which is north of East Baseline Road and in the footprint of the Runway 11-29 OFA. The removal will extend to the north entrance of the City of Belgrade lagoons.
 - This element will remove approximately 3,800 feet of Airport Road which is an obstruction to the existing and ultimate Runway Protection Zones (RPZ) for Runway 11-29. The road will be relocated to the east (proposed Jetway Drive) and remain on airport property. The road construction will be 11,000 feet to include adjoining road improvements and controls (intersections with east/west Airport Road and Jetway Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done

- under a cooperative agreement across adjoining private property that is undergoing private development.
- Ancillary actions to this element include filling and regrading the gravel pit waste area, intersection improvements on U.S. Highway 205, construction of approximately 10,500 feet of security fence, construction of a cul-de-sac on existing Airport Road north of FedEx shipping center, and relocation of approximately 3,200 feet of security fence along the west side of the existing Airport Road proposed to be abandoned.
 - **Relocate and/or install lighting systems and guidance signs associated with runway and taxiway development**
 - This element constructs the lighting systems and installs guidance signs associated with the extended runway and relocated or constructed taxiways according to the most current FAA-required safety standards.
 - **Relocate and/or install navigational systems associated with Runway 11-29 extension**
 - This element will relocate the VOR navigation aid to an area east of the runways.
 - Relocation of associated NAVAIDs including the Runway 11 Precision Approach Path Indicators PAPIs), and runway/taxiway lighting and markings.
 - **Construct or remove roads associated with North General Aviation Area for protection of Runway Object Free Areas (ROFA), Runway Protection Zones (RPZ), and Taxiway Object Free Areas (TOFA)**
 - This element will remove approximately 3,500 feet of Tubb Road (west of Timothy Lane to south of Jetway Drive) as it is an obstruction in the Taxiway C Object Free Area (OFA).
 - Construct/Reconstruct 2,300 feet of Jetway Drive.
 - **Construct associated drainage, utility and fence improvements**
 - This element provides erosion and sedimentation control for construction areas that are cleared of vegetation and drainage infrastructure for additional impervious pavement areas.
 - This element will install drainage improvements (i.e. culverts) to facilitate the Runway 11-29 extension and construction of the North apron and hangar areas, as well as construction of both parallel taxiways.
 - This element will realign Dry Creek and install culvert improvements at the crossing with the new Jetway Drive alignment. A lateral of Dry Creek will either be culverted or abandoned.

- This element will expand water, sewer, access roads, drainage, and utility (i.e. power, gas, fiber optic) infrastructure to facilitate the hangar area expansion.
- The security fence will be relocated to encompass the expansion of facilities and a replacement gate will be installed.

Information Request

We are requesting a review of potential project-related effects on United States Department of the Interior – Bureau of Land Management, Butte Field Office resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any United States Department of the Interior – Bureau of Land Management, Butte Field Office resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the United States Department of the Interior – Bureau of Land Management, Butte Field Office will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 7, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Percy
cpercy@m-m.net

If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Percy
Environmental Scientist

Enclosure

June 7, 2024

U.S. Army Corps of Engineers
Sage Joyce, Montana Program Manager
Via email: sage.l.joyce@usace.army.mil

Subject: Bozeman Yellowstone International Airport – Environmental Assessment for
Extend and Widen Runway 11-29 and Construct North General Aviation Area;
Belgrade, Montana

Dear Ms. Joyce:

The Bozeman Yellowstone International Airport (BZN) is currently conducting an Environmental Assessment (EA) of the extension and widening of Runway 11-29 and construction of the north general aviation area. This EA is being conducted by Morrison-Maierle, Inc. (MMI) in accordance with FAA requirements and guidelines. The airport is located at 850 Gallatin Field Road in Belgrade, Montana. The FAA has determined that this proposed action is a federal undertaking. Therefore, MMI is initializing consultation with various agencies that may have affected areas of interest.

Proposed Activity Description

Runway 11-29 is proposed to be upgraded to a Runway Design Code (RDC) of D-III (the existing critical aircraft designation for BZN), lengthening the runway to 7,480 feet, and widening the runway to 150 feet. The length and width are required to comply with FAA recommendations and standards. According to the 2020 Airport Master Plan, the airport is experiencing operations at 93% of Annual Service Volume (ASV; used by the FAA as an indicator of relative operating capacity). Exceeding ASV and experiencing high peak hour demands reflect that air traffic is at times congested in the airport environment and beyond FAA recommended concentrations (FAA recommends capacity improvement projects when operations reach 60%-75% of ASV). For Runway 11-29 to assist in raising ASV, to the extent practicable it should be constructed to comparable standards as Runway 12-30.

The 2020 Master Plan Update reflects a single refined alternative (Chapter IV Alternatives). **Figure 1**, attached, reflects the recommended Master Plan Update concept. This concept proposes to extend the existing Runway 11-29 to the west as depicted directionally on the conditionally approved Airport Layout Plan (ALP). However, due to land use constraints (municipal lagoons to the west) the runway will be extended to a 7,480-foot-long physical runway pavement as opposed to the 8,500-foot runway depicted on the ALP. Anticipated buildout of hangar area(s) on the north side reflects a current waiting list of 47 hangars (as of 9/28/23) with sizes up to 40,000 SF to accommodate large, private jet aircraft up to 100,000 lbs.

Supporting elements to implement this proposed action are:

- **Construct parallel and connecting taxiways to extended Runway 11-29, Runway 12-30 and north apron and hangar area**

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- Parallel Taxiway C will be relocated to allow for a 400-foot centerline to Runway 11-29 centerline separation. The taxiway will be extended to 7,480 feet and will be 50 feet wide.
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- Drive). Approximately 2,500 feet of the proposed Airport Road alignment will be done under a cooperative agreement across adjoining private property that is undergoing private development.
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We are requesting a review of potential project-related effects on U.S. Army Corps of Engineers resources within and in the vicinity of the project area for environmental documentation. Please provide any comments concerning potential impacts from the proposed project on any U.S. Army Corps of Engineers resources within the vicinity of the project.

We would also appreciate any additional information or comment that your agency finds applicable to the proposed project. Included for your use is an aerial map of the project area with proposed areas of improvements reflected.

A written response from the U.S. Army Corps of Engineers will assist Morrison-Maierle Inc. in the completion of environmental documentation for the referenced project. Any response on these matters may result in further coordination to mitigate potential effects of the proposed action. If you have comments or potentially helpful information, please provide your written response to me no later than 30 calendar days from the date of this letter (July 3, 2024). Should no comments be received within that time period, we will take that as there being no comment at this time. Your office will be advised again at the time that the draft EA is advertised for the 30-day public comment period.

Please send your written response to the following address:

Morrison-Maierle, Inc.
Attn: Christine Pearcy
cpearcy@m-m.net

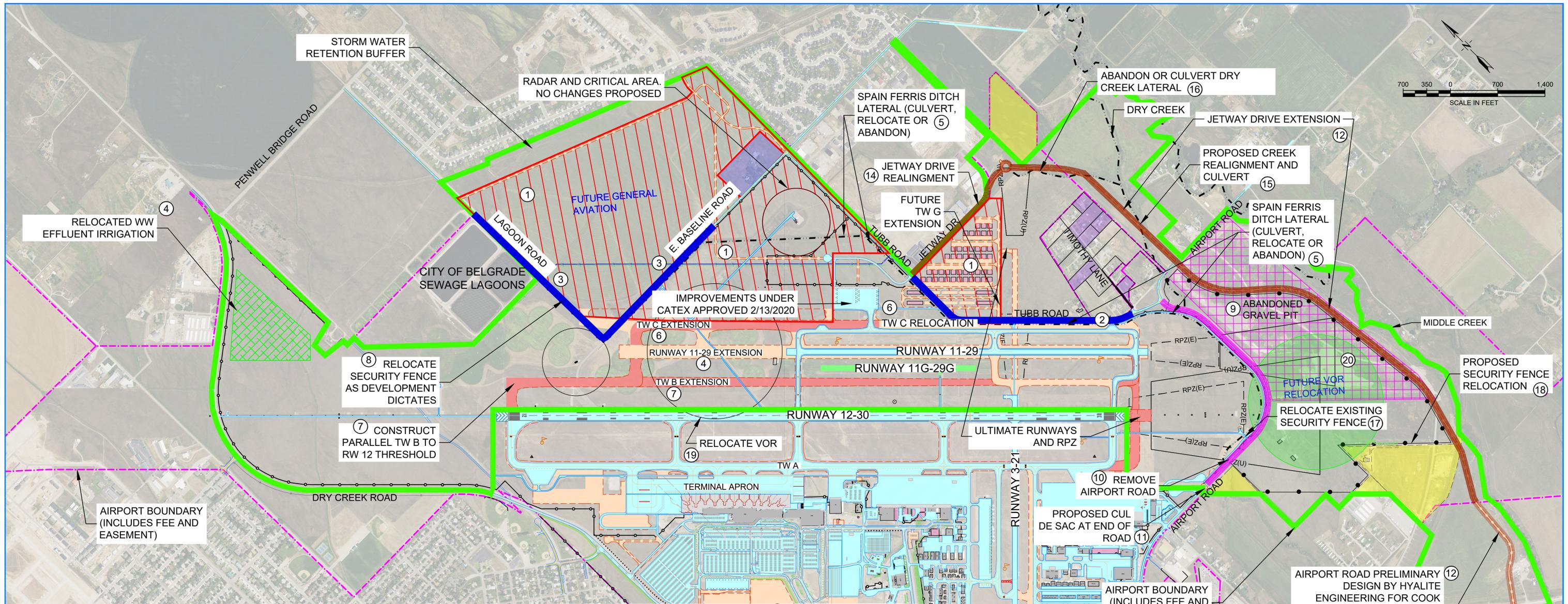
If you have any questions pertaining to the information provided, please do not hesitate to contact me direct at (406) 922-6846.

Sincerely,



Christine Pearcy
Environmental Scientist

Enclosure



LEGEND:

- EXISTING PAVEMENT AREAS
- FUTURE PAVEMENT AREAS
- FUTURE NORTH SIDE IMPROVEMENTS (APRON/TAXILANE/HANGAR/WATER/SEWER/DRAINAGE/LIGHTING/FENCING/ROADWAY DEVELOPMENT)
- AREA OF POTENTIAL EFFECT
- CLOSE / REMOVE SECTION OF EXISTING ROAD
- PROPOSED TAXIWAY AND RUNWAY PAVEMENTS
- PROPOSED AIRPORT ROAD RELOCATION
- REMOVE SECTION OF EXISTING AIRPORT ROAD
- EXISTING DITCH/CREEK
- AIRPORT PROPERTY BOUNDARY (FEE & EASEMENT)
- LAND IN AIRPORT BOUNDARY BY EASEMENT
- APPROX. LIMITS OF ABANDONED GRAVEL PIT
- TIMOTHY LANE - FUTURE LAND ACQUISITIONS PARCELS
- E. BASELINE ROAD - FUTURE LAND ACQUISITIONS PARCEL

PROPOSED ACTION:

- ① EXPAND APRON/TAXILANE/HANGAR AREA (WATER / SEWER / ROADS / DRAINAGE / UTILITIES)
- ② CLOSE / REMOVE APPROXIMATELY 3,500 LF OF TUBB ROAD
- ③ CLOSE / REMOVE APPROXIMATELY 2,300 LF OF EAST BASELINE ROAD AND 2,650 LF OF LAGOON ROAD
- ④ RW 11-29
 - i. EXTEND RW 11-29 2,430 LF TO THE WEST
 - ii. WIDEN RW 11-29 TO 150' WIDE (AIRCRAFT >150,000 LBS)
 - iii. RELOCATE PAPI
 - iv. CLOSE TURF RW 11G-29G
 - v. RELOCATION OF EFFLUENT IRRIGATION
 - vi. APPROACH / DEPARTURE PROCEDURES
- ⑤ CULVERT/RELOCATE/ABANDON SPAIN FERRIS DITCH LATERAL
- ⑥ RELOCATE / EXTEND TW C ALONG RW 11-29
- ⑦ EXTEND TAXIWAY B TO RUNWAY 12 THRESHOLD AND CONNECTOR TAXIWAY TO RUNWAY 11 THRESHOLD
- ⑧ RELOCATE SECURITY FENCE AS DEVELOPMENT DICTATES
- ⑨ GRAVEL PIT WASTE AREA FILLING AND REGRADING
- ⑩ REMOVE/ABANDON APPROXIMATELY 3,800 LF OF AIRPORT ROAD
- ⑪ CONSTRUCT CUL DE SAC ON EXISTING AIRPORT ROAD CONSTRUCT APPROXIMATELY 11,000 LF TOTAL OF NEW JETWAY DRIVE AND ADJOINING ROAD IMPROVEMENTS/CONTROLS (SEE 13) (APPROXIMATELY 2,500 LF BY HYALITE ENGINEERING)
- ⑫ CONSTRUCT TURN BAY IMPROVEMENTS ON S-205.
- ⑬ CONSTRUCT/RECONSTRUCT APPROX. 2,300 LF OF JETWAY DRIVE
- ⑭ REALIGN DRY CREEK AND CULVERT IMPROVEMENTS
- ⑮ ABANDON OR CULVERT DRY CREEK LATERAL
- ⑯ RELOCATE APPROXIMATELY 3,200 LF OF SECURITY FENCE
- ⑰ CONSTRUCTION APPROXIMATELY 10,500 LF OF SECURITY FENCE
- ⑱ RELOCATE VOR - BY FAA

NOTES:

- 1. CRI TO INCLUDE REVIEW OF ALL STRUCTURES IN TERMINAL AREA FOR HISTORIC DISTRICT EVALUATION.

 <p>engineers • surveyors • planners • scientists</p>	2880 Technology Blvd West Bozeman, MT 59718 406.587.0721 www.m-m.net	DRAWN BY: JGL DSGN. BY: TJE APPR. BY: TJE DATE: 08/2023	BOZEMAN YELLOWSTONE INTERNATIONAL AIRPORT BELGRADE MONTANA	PROJECT NO. 0761.156
	RUNWAY 11-29 TO C-III STANDARDS, NORTH SIDE AND AIRPORT ROAD RELOCATION IMPROVEMENTS			FIGURE NUMBER EA FIG. 1

N:\0761156 - EA N Side & Roads\ACAD\Exhibits\0761-156_EA North Side Exhibit 01092024.dwg Plotted by dean squires on Jun/4/2024