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May 24, 2022

Joe Dehnert
Land Use Planner, IMEG Corp.
1817 South Ave West | Suite A | Missoula, MT 59801
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RE: West End Homes – Agency Sufficiency Review

Dear Mr. Dehnert:

Please accept this letter as the official agency comments from the Missoula County Airport Authority (“MCAA”) to the West End Homes Subdivision.

MCAA has reviewed the West End Homes subdivision documentation and is submitting this objection to the subdivision as proposed. West End Homes is located on the flight path of the primary commercial runway at the Missoula Montana Airport (“the Airport”). The proposal is for 261 lots on 71.39 acres, with residential densities in the high range. Pursuant to guidance from the Federal Aviation Administration (“FAA”), residential use is incompatible in this proximity to the Airport and specifically in the flight path of the existing runway.

The FAA’s land use planning objectives are to encourage land uses that are generally considered to be incompatible with airports to locate away from airports and to encourage land uses that are more compatible to locate around the Airport. Examples of non-compatible uses are residential (especially residential uses with higher than 1-2 houses per acre), schools, churches, nursing homes and hospitals. Examples of compatible uses are industrial and commercial uses.

The issues that make this subdivision incompatible with the Airport are as follows:

- The impact of aircraft noise on the high-density residential units which will be directly under a runway flight path;
- The potential safety issues involved with aircraft flying over the said residential units;
- The possibility of electronic interference with aviation navigation aids;
- The potential for interaction between aircraft and wildlife.

With that said, MCAA commends the West End Homes developers for reaching out and working directly with MCAA on its development plan early on. MCAA acknowledges that the developers have made significant changes to the development plan in response to the concerns it has raised, including moving the planned park and farmland closer to the airport boundary and directly under the flight path of the existing runway and moving the higher density residential away from that area. These changes abate both the safety and noise concerns but do not eliminate them completely.

MCAA does recommend that an Aviation Easement be required as well as a disclosure note on the subdivision documents.

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Thank you for the opportunity to comment on this and any future proposals in this the Airport Influence Area.

Respectfully,

A handwritten signature in black ink, appearing to read "Dan F. Neuman", with a stylized flourish at the end.

Dan F. Neuman
Business Development Manager

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