

**State of Utah****Department of  
Natural Resources**

MICHAEL R. STYLER  
*Executive Director*

**Division of  
Water Resources**

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*Division Director*

JON M. HUNTSMAN, JR.  
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*Lieutenant Governor*

September 28, 2005

David Field  
Manager, Planning/Programming Branch  
Airports Division  
Federal Aviation Administration  
Northwest Mountain Region  
1601 Lind Ave., S.W., Ste. 315  
Renton, Washington 98055-4056

Mr. Field:

Thank you for the opportunity to review the St. George Municipal Airport Draft Environmental Impact Statement. The Utah Division of Water Resources finds nothing in this document of concern to us.

We do not need to see any further correspondence or documents regarding this proposal. If you have further questions, please contact Eric Millis, Assistant Director, at 801-538-7298.

Thank you,

A handwritten signature in cursive script that reads "D. Larry Anderson".

D. Larry Anderson, P.E.  
Director



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Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
Executive DirectorCARLOS M. BRACERAS, P.E.  
Deputy Director

October 27, 2005

Mr. David Field

Manager, Planning/Programming Branch  
Airports Division  
FAA, Northwest Mountain Region  
Renton, Washington 98055-4056

Dear Mr. Field,

The replacement airport for St. George, Utah is important locally and nationally. The St. George area is the fastest growing area in Utah and one of the fastest growing areas nationally. The existing St. George airport does not meet local, state or national needs. The current airport cannot expand to meet the demands of modern aircraft, and therefore can no longer be utilized as an integral part of the local, state or national transportation system. It is imperative to have an airport in the St. George area that can meet current and future transportation demands.

There are many basic facts that have been clouded by the expanded scope of the Environmental Impact Statement (EIS). First, the St. George area is going to continue to grow placing more demands on an inadequate piece of transportation infrastructure. If a replacement airport is not built, more flights in and out of the existing airport will be needed. More flights equals more noise! The use of Larger Aircraft will make it possible for the airlines to reduce the frequency of commercial flights. In this respect we can compare airports to highways. In essence those who oppose the replacement airport, also oppose busses and mass transit. They are essentially saying "we rather have 20 cars on the road than one bus". The new airport will accommodate larger aircraft such as the 50 or 70 passenger (busses) replacing the smaller 30 seat Brasilia turboprop airplanes (cars).

In the last few years the usage of corporate aircraft has been growing at an unprecedented rate. All airports are seeing these aircraft. As the population grows so does the economy in the Southern Utah. The number of corporate aircraft utilizing the St. George airport is also growing. The corporate aircrafts are going to use the airport regardless of the location. The replacement airport will offer a much safer environment for them to operate.

The scope of the noise study conducted as part of the EIS for the replacement airport has been excessive. Noise measurements and noise modeling that are inaudible are unnecessary! If you can't hear it how can it be an impact? Modeling all the over flights from all aircraft, not just the aircraft utilizing the St. George Airport is costly and



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in my opinion ridicules. The St. George replacement airport should focus on the replacement airport not the national airways, airspace or national parks.

The basic facts for the replacement airport should be the only considerations. The basic facts have been overlooked and diluted by those opposed to the replacement airport. Basic facts remain the same.

Basic facts

1. The population in Southern Utah is going to continue to grow.
2. Growth in population increases the demand on transportation infrastructure.
3. Growth in population will increase the noise in the local national parks. People, automobiles, and aircrafts will all contribute to the increase in noise in the parks.
4. Noise impacts from aircrafts affecting the park are small. Much of the time these impacts are under 1 minute of impacts in a 24 hr period and at times this noise may be inaudible. Noise from streams and people exceed the noise generated by aircrafts in many areas of the park.
5. If a replacement airport is not built, more flights in and out of the existing airport will be needed. More flights equals more noise!

Geographically Utah is a large state. The State has only a handful of commercial service airports the serve the entire population of the state. A Commercial Service airports' primary role is to provide airline service to the traveling public. In terms of importance to the state air transportation infrastructure, the St. George airport is second, only behind Salt Lake International. It is very important to the state to have a safe and efficient airport in the St. George area to meet the transportation needs of the population and Southern Utah's economy

Thank you for taking my comments into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk Nielsen".

Kirk Nielsen, PE  
Utah Division of Aeronautics - State Aeronautical Planner



# State of Utah

## THE UTAH AIR TRAVEL COMMISSION

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05 UATC Support for St. George Replacement Airport

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November 2, 2005

**DAVID FIELD**  
Manager, Planning/Programming Branch  
Airport Division  
FAA, Northwest Mountain Region  
1601 Lind Avenue, S.W., Suite 315  
Renton, Washington 98055-4056

Re: UATC Support for St. George Replacement Airport

Dear Mr. Field:

The Utah Air Travel Commission (UATC) is the official body designated by the State of Utah, the Salt Lake City Corporation, and the Salt Lake City Chamber of Commerce to promote, support and represent Utah's interest for improved air service.

This commission has actively supported the new St. George Replacement Airport since its inception in the mid-1990's.

Furthermore, this commission supports the conclusions of Landrum & Brown as identified in the Executive Summary of the recently completed Draft Environmental Impact Statement. Namely:

"The proposed replacement airport would provide for an airport configuration that allows for operations of larger aircraft and commercial regional jets in order to accommodate existing and future airport demand in a safe and efficient air traffic environment. The environmental analyses conducted as part of this Draft Environment Impact Statement (DEIS) have shown that the construction and operation of the proposed replacement airport at St. George would result in no significant environmental impact. Therefore, the construction of the proposed replacement airport would meet the needs identified by the sponsor and the Federal Aviation Administration (FAA) without any significant environmental impact to the built or natural environment." See Page ES-10, ES. 6, *Conclusions*.

The study concluded that "noise generated by aircraft operations for either the existing or replacement airport made very small contributions to the total aviation noise levels already present with the initial area of investigation (IAI)." See page ES-7, ES.5.2, *Noise Analysis*.

TO PROMOTE AND SUPPORT AIR SERVICES AVAILABLE TO UTAH

State of Utah

Salt Lake City Corporation


Salt Lake Area Chamber of Commerce

DAVID FIELD  
November 2, 2005  
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Also, regarding Zion National Park, the new St. George replacement airport would have little effect on cumulative aircraft noise above ambient noise levels. In fact: "The cumulative amount of time that aviation noise would be above the existing or natural ambient levels would be by one percent, calculated as the difference between operating the existing airport and operating the replacement airport in future years. In 2010, the change would be an increase of less than one minute a day and in 2020, the change would be approximately two minutes a day. None of these increases would result in a substantial incremental change in aircraft-related noise impact to Zion National Park and would not be considered a substantial impairment to any resource of the park." See page ES-8, ES.5.2.1, *Zion National Park*.

The Utah Air Travel Commission believes the new St. George replacement airport will provide a much needed safe, and efficient facility to accommodate future air service needs, including the operations of tour operators and SkyWest Airlines commercial regional jets. Also, the new facility will become an essential link within the Utah air transportation system.

Sincerely,



Meghan Holbrook  
UATC Chairwoman

cc:

Dan McArthur, Mayor of St. George  
Jerry Atkin, President & CEO, SkyWest Air Lines  
Jon Huntsman, Governor of the State of Utah  
Rob Bishop, U.S. Congressman, District 1  
Jim Matheson, U.S. Congressman, District 2  
Chris Cannon, U.S. Congressman, District 3  
Robert Bennett, U.S. Senator, Utah  
Orrin Hatch, U.S. Senator, Utah  
John L. Valentine, Senate President  
Thomas Hatch, State Senator  
John W. "Bill" Hickman, State Senator  
David Clark, State Representative  
Mike Noel, State Representative  
Stephen Urquhart, State Representative  
Ross "Rocky" Anderson, Mayor of SLC