

Odd Fellows Tract

Sale for Conservation - FAA is Willing to Assist with this Option

FAA Regulations

Much of the reasoning given for not being able to sell the Odd Fellows tract to The Conservation Fund centers around “FAA regulations.” Below are the areas of concern that RDU administration has expressed. Concerned local citizens asked the FAA directly, and they provided the following answers. The FAA was very open and helpful during these discussions. Instead of a regulatory authority that would inhibit a sale, they appear ready to help navigate the rules towards a sale if asked to do so by RDU.

Do FAA obligations or rules prohibit the sale of land?

FAA obligations and rules allow for the sale of land that is not needed for aeronautical purposes, so long as it is sold at fair market value.

Source: FAA response letter 9/11/2017

Would a sale of land trigger a broader review of RDU land, buffers, etc.?

No. A sale of a tract of land does not trigger a larger airport-wide review of airport operations such as safety, utility or protection zones per se. The *focus of review would be on the tract for sale*. The same is true for a lease.

Source: FAA email and conversation 10/10/2017

How does the process of a land sale versus quarry lease compare with respect to FAA approval and process?

The FAA, from the perspective of the approval process, sees a land sale as no more difficult than a lease. The critical first step in either case is FAA approval of a justification that the airport no longer needs the land for aviation purposes. This process is described thoroughly in the [Airport Compliance Manual 2009](#)

Source: FAA email and conversation 10/10/2017

A commercial rock quarry on airport property would trigger a NEPA review. Due to the significant degree of interest from the public and local authorities, FAA regulations will also require public meetings, workshops, and hearings as part of the NEPA review.

Source: FAA response letter 9/11/2017 and Section 2-5 of [FAA Order 1050.1F](#)

Beyond the FAA regulatory concerns

In our view, the quarry option represents bad practice for any government body concerned with land stewardship and the economic vitality of the community. It is not an aviation issue, it is a regional land use issue. We urge board members to ask the question “what would the city/county government that appointed me do?” The airport clearly does not need the Odd Fellows Tract for its primary purpose, aviation. Nor does it need a quarry as there are other quarries in close proximity including a quarry near the end of the proposed new runway. Both of the nearby quarries have ample overburden/fill/aggregate available. “Best Government

Practice” would mandate a proactive and visionary approach to regional development, with the Airport seeing its role as both a conduit to bringing people to the area, and a collaborator in making the area more attractive as a destination. The Conservation Fund proposal provides such a solution.

What will be the legacy of this RDU AA board and leadership? If a quarry lease is chosen, public opinion suggests that Vision2040 and the leaders associated with it will be forever tainted by an unpopular and irresponsible decision to ravage the most heavily used recreation corridor in the Triangle.