

# AIRPORT MASTER PLAN STEAMBOAT SPRINGS, COLORADO

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## STEAMBOAT SPRINGS AIRPORT WORKING PAPERS 1-3



*This is the second of four newsletters that will be distributed during the Steamboat Springs Airport Master Plan. The purpose of the newsletters is to provide updates on the progression of the study, announce upcoming meetings and to ensure the involvement of the community in order that all interested parties are given consideration and that they remain informed on the progress of the Airport Master Plan.*

### Steamboat Springs Airport Users

**Overview**

The first three Working Papers for the Steamboat Springs Airport Master Plan have been submitted to the City, the Airport Steering Committee, the Federal Aviation Administration (FAA) and the Colorado Department of Transportation Aeronautics Division for review and comment. Working Paper 1 included an inventory of the existing airport along with existing environmental conditions and the existing financial

data showing airport revenues and expenditures. Working Paper 2 presented forecasts of aviation activity which were derived for based aircraft, operations and fleet mix for the airport. Working Paper 3 recommended facility requirements for the 20 year planning period.

The next working paper will discuss the development alternatives, which will take the information from Working Papers 1-3 and develop financially and environmentally feasible

alternatives for future development at the Steamboat Springs Airport. Airside development alternatives including runway, taxiway and instrument approach minimums will be discussed. Landside development alternatives including hangar and apron development will also be presented. The development alternatives will be evaluated on costs, environmental impacts and their ability to accommodate existing and future demand at the Steamboat Springs Airport.

## INVENTORY

An Inventory of the Steamboat Springs Airport was conducted and presented in Working Paper 1. The Inventory Chapter provided an overview of the airport development and FAA and State Aeronautics grant histories. The service level of the airport was discussed, including information on who is using the airport and for what purpose. The existing activity levels for the airport from the Terminal Area Forecast (TAF), Airport Master Record Form and airport management records were also presented. According to airport management records there are 92 based aircraft at the airport and approximately 11,000 annual operations. Further investigation and estimates indicate approximately 17,000 annual aircraft operations. The existing Airport Reference Code (ARC) and design standards were inventoried and the airport was found to be compliant with all standards for an ARC A-III airport. The Inventory Chapter also discussed the existing airside and landside facilities including the number of hangars, tiedowns and apron space available for airport users.

The Inventory Chapter included an overview of the socioeconomic conditions of Routt County and the City of Steamboat Springs. Conditions such as population growth, employment and income can affect demand for aviation services in the area and must be taken into consideration when planning for future aviation needs of the area.

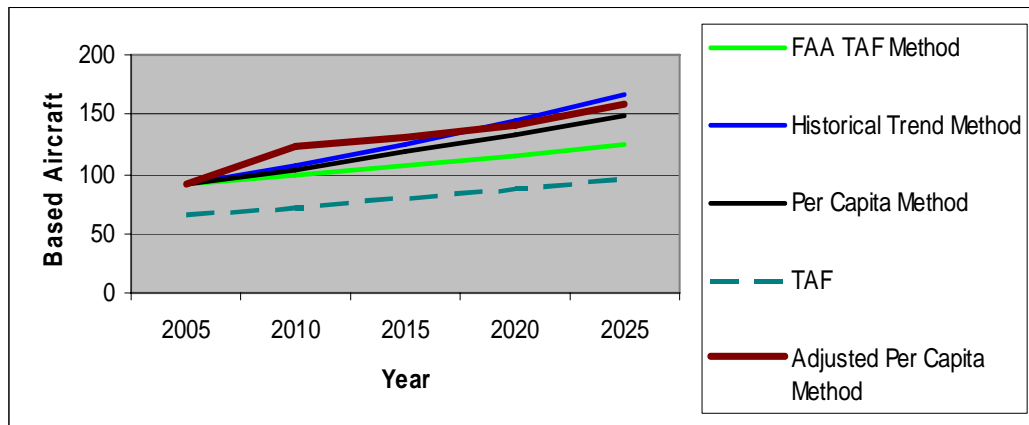
The Inventory Chapter also documented the environmental resources that may be affected by potential airport development. The information that was gathered will be used later in the study in evaluating potential airport development alternatives and to identify environmental related permits that may be required for recommended development projects.

Existing financial data was inventoried to determine what the existing airport costs are to the City of Steamboat Springs. Five years of data was collected showing the financial trends. While it would be an advantage for the airport to support itself, the indirect and intangible benefits of the airport to the community's economy and growth must be considered.

## FORECASTS

Working Paper 2 provided forecasts of aviation activity. The existing activity levels at the Steamboat Springs Airport are considered to be constrained by the lack of available hangars.

A comparative analysis of based aircraft forecasts was accomplished using four methodologies to derive a preferred forecast of based aircraft for the airport. The adjusted per capita method forecast was selected as the recommended forecast and resulted in approximately 158 based aircraft by 2025.



Five methods were analyzed in order to develop a preferred method of forecasting aircraft operations at the Steamboat Springs Airport. Each method utilized the preferred based aircraft forecast and applied an operations per based aircraft (OPBA) figure to the based aircraft forecast. These estimates provide a likely range of activity for future operations at the airport. With improved approaches and additional hangar space it is reasonable to anticipate that the OPBA will increase over the planning period from 186 to 265 in 2025. This would result in approximately 41,870 annual aircraft operations in 2025.

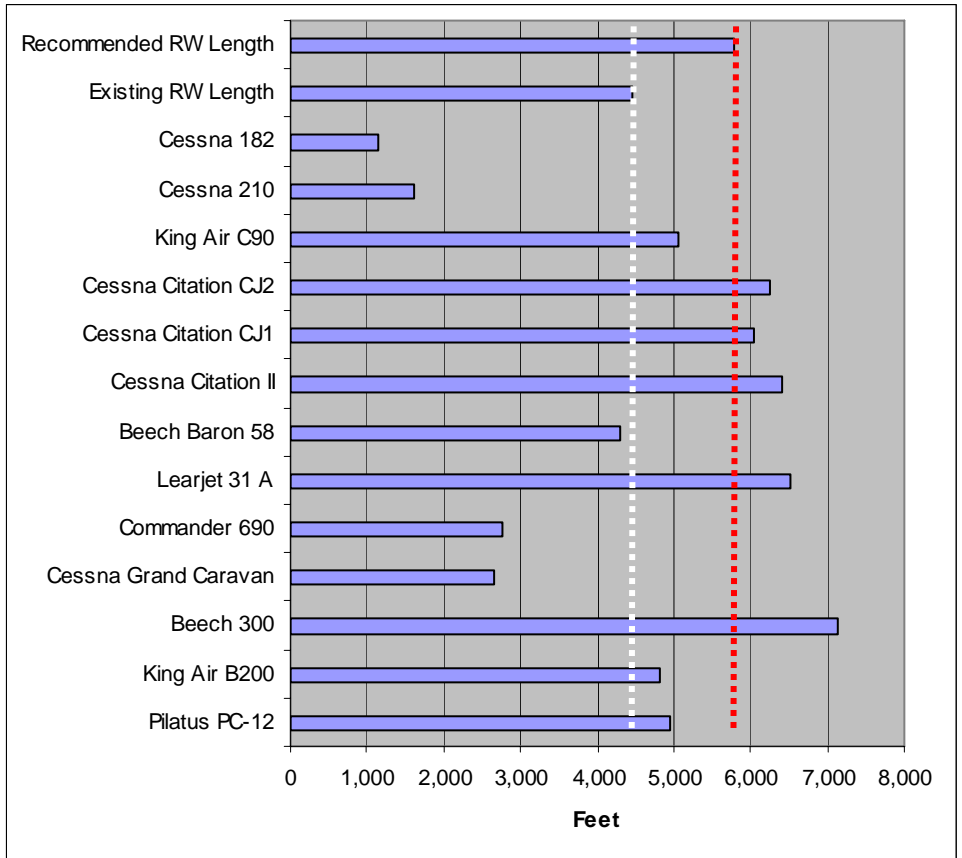
## FACILITY REQUIREMENTS

One of the primary objectives of this planning study is to determine the size and configuration of airport facilities needed to accommodate the types and volume of aircraft expected to utilize the airport. Data from Chapter 1 and forecasts from Chapter 2 are coupled with established planning criteria to determine what improvements are necessary to airside and landside areas. Then, having established the facility requirements, alternatives for providing these facilities are provided in Chapter 4 to determine the viability of meeting the facility needs.

The time frame for addressing development needs usually involves Short-Term (1-5 years), Medium-Term (6-10 years) and Long-Term (11-20 years) periods. Long-term planning primarily focuses on the ultimate role of the airport and is related to development. Medium-term planning focuses on a more detailed assessment of needs, while the short-term analysis focuses on immediate action items and may include details not geared towards long-term development.

One of the facility requirements that needed to be evaluated for the Steamboat Springs Airport was runway length. According to the FAA design program, a runway length of 5,780 feet would accommodate approximately 75 percent of the small aircraft fleet. However, it is important to identify the runway length requirements for the specific aircraft that are expected to operate at the airport. The chart shows the types of aircraft that currently operate at the airport. Based on the required runway lengths for these categories of aircraft, a runway length of 5,780 feet will provide adequate takeoff distance for the forecasted aircraft throughout the planning period. This length accommodates the single-engine piston aircraft fleet, most of the twin-engine piston fleet, light turboprop and B-II turbojet aircraft fleet. Although these aircraft are currently able to operate out of the airport they are often limited on the amount of fuel or payload depending on the temperature. An extension to 5,780 feet would increase the utility of the airport by enabling the aircraft to take on more fuel for longer hauls, increase payload and/or use the airport in higher summertime temperatures when they otherwise may not be able to because of aircraft performance limitations. Large aircraft requiring in excess of 5,780 feet of runway length are primarily C-II aircraft and are encouraged to utilize Yampa Valley Regional Airport which is designed to accommodate the large aircraft fleet mix.

Hangar development was also identified as a need at the airport. The City of Steamboat Springs currently has a waiting list for hangars. A partial parallel taxiway at the airport is currently justified and should therefore be planned in the short to medium-term time frame. In the medium to long-term development plan, a full length parallel taxiway should also be considered.



King Air at Steamboat Springs Airport

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PUBLIC INFORMATION MEETING

An open house style meeting will be scheduled to update the public on the progress of the study and answer questions about the first three chapters of the study. The meeting date and time will be advertised in the local media.

The informational meeting will include a short presentation and then provide interested parties the opportunity to interact with the consultants and airport representatives to ask specific questions and provide input. Representatives from the City of Steamboat Springs, the Airport Steering Committee and Armstrong Consultants will be available to answer any questions.

