

**Steamboat Springs Public Information Meeting
Working Papers 1-3 Summary
February 22, 2007 7:00 PM Olympian Hall**

A Public Information Meeting was held at Olympian Hall in Steamboat Springs to give a summary of the first three working papers that have been compiled. Attendance at the meeting comprised of 25 individuals, including the FAA, CDOT Aeronautics Division, Steering Committee, the Director of Transportation for Steamboat Springs, Steamboat Springs Airport Manager, interested citizens and airport users.

The meeting agenda was discussed which included the purpose of the master plan, schedule, an overview of the Inventory, Forecast and Facility Requirements Chapters and an opportunity for questions and answers.

The purpose of the Airport Master Plan was presented. The previous Airport Master Plan was completed when the airport was receiving regular scheduled commercial service aircraft, however, since those aircraft no longer operate at the Steamboat Springs Airport the Master Plan needs to be updated in order to reflect the current users and airport role. The current conditions were covered including the number of existing based aircraft and the future trends in general aviation.

Discussion in the Inventory Chapter included the existing fleet mix and the existing airport revenue and expenses summary. The majority of the based aircraft at the airport are single engine piston aircraft. The Inventory Chapter revealed that there are no known A-III aircraft using the airport therefore indicating a need to change the airport reference code.

The Forecast Chapter discussion reviewed the different methods that were used to generate the forecasts along with the reasoning behind selecting the preferred based aircraft forecast and operations forecast. The forecast of aviation activity was discussed showing the estimated number of local and itinerant operations currently taking place and forecasted over the planning period.

Facility Requirements were discussed including recommended runway length using the airport field elevation, runway gradient and the hottest month of the year. The calculations using the FAA Runway Length Analysis program recommended that a runway length of 5,780 feet would be needed to accommodate 75 percent of the small aircraft fleet which includes airplanes less than 12,500 lbs. The Advisory Circular and design program also recommended a runway length of 8,200 feet to accommodate 100 percent of the small aircraft fleet mix. The runway length requirements were also presented using the existing airport users to show what the required runway length would be under the most demanding conditions at maximum gross takeoff weight. As a result of the Advisory Circular and information from performance data on aircraft known to use the airport, the recommended short term runway extension would be to a length of 5,780 feet, the recommended medium term length is 7,430 feet and the long term ultimate recommended runway would be 8,200 feet. The feasibility of providing these lengths will be evaluated in the Alternatives Analysis.

Taxiway requirements were also discussed; the existing airport operations currently justify a partial parallel taxiway. A partial parallel taxiway is justified once operations

reach approximately 10,000 and a full length parallel taxiway is justified when operations approach approximately 20,000. It has been recommended in the Facility Requirements Chapter that a partial parallel taxiway to Runway 32 and a bypass taxiway on Runway 14 be constructed in the short term and a full length parallel taxiway be constructed in the long term.

Aircraft apron and tiedown requirements were presented which took into account the number of transient aircraft operations during peak demand. The majority of based aircraft would prefer hangar space and that the majority of tiedown use would be by transient aircraft.

Information from airport management was shared with the audience on the number of people on the hangar waiting list that the City maintains. There are currently 25 people on the waiting list. The Facility Requirements recommends a mix of small and large box hangars along with T-Hangars.

The potential for an airport business park/residential airpark was discussed. The development of an airpark off airport property that would have access to the runway and facilities would require a through the fence agreement. The through the fence agreement would ensure that off airport land owners with access to the airport do not have an unfair economic advantage to those with hangars on airport property. The through the fence agreement would also ensure that those off airport users are contributing economically to the airport for future development and maintenance. The through the fence agreement could be setup as a monthly or annual fee and would be comparable to the rates charged to on airport hangar owners.

The meeting was then opened up to the public for comments and questions.

The safety of the airport was a concern. The length of the runway and the location in proximity to terrain and the City is a concern. Armstrong Consultants explained that the existing airport meets the design standards from the FAA for the existing users. It is the discretion of the operator of the aircraft based on numerous factors including but not limited to aircraft performance, pilot skill and ability, insurance and weather when operating at the Steamboat Springs Airport. Efforts will be made in the study to ensure continued compatible land uses in the vicinity of the airport.

Questions about the potential layout of the landside development were brought up including how the demand for hangars would be satisfied. It was stated that the hangar development will be further evaluated during the Development Alternatives Chapter. A cost benefit analysis will be included in the Development Alternatives Chapter to show what the cost of developing future hangar and apron area would be along with the potential for revenue increases from the potential increase in based aircraft and increased fuel sales along with the increased revenue generated from land leases.

The future use of the airport by very light jets (VLJs) was also questioned. It has been determined that the airport would be able to accommodate the Eclipse 500 jet at maximum gross takeoff weight during most conditions. The takeoff performance data for the Eclipse 500 will be added to the Facility Requirements Chapter. It was report from the audience that two Eclipse 500's are on order by airport users and are expected to be based at the airport in 2008.