

Steamboat Springs Steering Committee Inventory Meeting Summary September 14, 2006 4:00 PM Centennial Hall

A Steering Committee Meeting was held at Centennial Hall in Steamboat Springs to give an overview of the Inventory section of the Airport Master Plan and an update on the process. Attendance at the meeting comprised of 11 individuals, including the Steering Committee, the Director of Transportation for Steamboat Springs, and local citizens.

The meeting agenda was discussed which included AIP grant funding, airport reference codes, existing airport reference code, existing users, airport role, existing layout, financial information, grant history and the next steps in the airport master plan process.

Grant funding including where airport funding comes from and the different pots of money which include federal, state and local funds were explained allowing the steering committee a chance to ask questions about the different types of federal funding including non primary entitlement and state apportionment. AIP authorization versus appropriations was also described including the previous funding programs and what the future may hold for AIP.

The airport reference codes (ARC) were then explained. Examples of the different types of planes and their respective ARC were shown graphically. Armstrong Consultants explained that the existing ARC is B-II since the airport is regularly used by an assortment of single engine piston, multi engine piston, multiengine turboprop and some light jet aircraft.

The number of based aircraft and frequent users along with the type of aircraft were shared with the steering committee. The number of estimated existing aircraft operations was presented and how that number was generated. A question about the accuracy of the operations was brought up. Armstrong Consultants stated that during the inventory chapter the number of IFR operations will be found from FAA databases, however the exact amount of VFR traffic will be difficult to determine. Differences between local, based, transient and itinerant operations were discussed as well as potential sources of operations data.

Historical data including the percentage of based aircraft at Steamboat Springs compared with the total number of based aircraft for the State of Colorado was shown giving the airport an idea of the total percentage within the state and giving a trend from 1997 to 2005. The data was also compared with the population of the City, County and State from 1990 through 2005.

The role of the airport was shown to give the steering committee an idea of who is using the airport on a regular basis, users include air medivac services, business transportation, fire fighting operations, recreational transportation, search and rescue, civil air patrol and flight training operations.

The existing airport layout was presented graphically to show what the existing design standards are using the B-II design standards. The graphic also shows where the existing airport property line is located in relation to the existing facilities. The declared distances were illustrated showing the existing distances available including the takeoff

run available, takeoff distance available, accelerate stop distance and the landing distance available.

The airport FAA grant history was discussed and each line item was shown starting in 1985 through 2006. This shows the total grants provided for improvements to Steamboat Springs from the Federal Government.

A brief outline of the airport financial inventory was presented showing a preliminary review of the airport revenue and expenditures for 2004 and 2005.

Next Steps were discussed including when the first deliverable working paper #1 will be distributed and what the next working papers will include which are the forecasts chapter and the facility requirements chapter.