

**Steamboat Springs Steering Committee
Working Paper 3 Facility Requirements Meeting Summary
February 8, 2007 4:00 PM Centennial Hall**

A Steering Committee Meeting was held at Centennial Hall in Steamboat Springs to go over the Facility Requirements Chapter and present some information on the Development Alternatives of the Airport Master Plan Study. Attendance at the meeting comprised of 11 individuals, including the Steering Committee, the Director of Transportation for Steamboat Springs, Steamboat Springs Airport Manager, Yampa Valley Region Airport Manager, Chairman of the Airport Advisory Board and representatives from Armstrong Consultants, Inc.

The meeting agenda was discussed which included Working Paper #3 Facility Requirements and input on Development Alternatives along with the next steps for the airport master planning process.

The Airport Reference Code (ARC) was discussed. The airport ARC B-II was based on the information from the Inventory and the Forecast Chapters. Therefore the Facility Requirements recommendations have been generated using airport design standards for ARC B-II.

The Runway length analysis was described including the conditions that were used to conclude the recommendations made by the FAA computer software, *Airport Design version 4.2d* and FAA Advisory Circular 150/5325-4B *Runway Length Requirements for Airport Design*. The FAA recommendations included providing a minimum 5,780 feet to accommodate 75 percent of the small aircraft fleet at 100 percent useful load. The runway length analysis was taken further to evaluate actual airport users and to look at what the most demanding B-II aircraft would need to takeoff at the maximum mean temperature of the hottest month and the maximum annual temperature at maximum certificated takeoff weight.

Questions about the effective gradient were brought up along with what the increased runway length would do at the airport. The increased runway length would allow existing and future airport users the ability to takeoff and land with higher weight (i.e. passengers and/or fuel) during all conditions.

The recommended runway length is 5,780 feet in the short term and 7,430 feet in the long term. The actual runway extension length may vary depending on several factors including the topographic, environmental and fiscal constraints. These constraints will be further evaluated during the Development Alternatives Chapter.

The taxiway requirements were discussed including what will justify a full length parallel taxiway. The existing activity at the airport currently justifies a partial parallel taxiway. Once operations approach approximately 20,000 annually, a full length parallel taxiway would be justified. It is recommended that the partial parallel taxiway be constructed initially to the end of Runway 32 and a bypass taxiway on Runway 14. In the long term it is recommended that the airport construct a full length parallel taxiway.

Apron and tiedown recommendations were also presented including how the numbers were generated to determine the recommendations. The number of transient aircraft at

the airport was calculated using the peak number of operations that were derived during the Forecast Chapter. This information was used in the calculation of tiedown requirements. The apron size was also determined using information from the Forecast Chapter for the transient aircraft and information provided from FAA Advisory Circular 150/5300-13 on the recommended square yardage per transient and based aircraft.

Hangar requirements were determined from information provided by airport management. According to the airport manager there are currently 25 people on the aircraft hangar waiting list for Steamboat Springs Airport. The airport manager also stated that the waiting list does not include the transactions between privately owned hangars which are usually put up for sale and sold before airport management knows the hangar was for sale. Concerns were raised that the hangar waiting list may be low.

The discussion about the possibility of developing an airport business park/residential airpark at the airport was presented. This would include the development of through the fence fees allowing off airport land owners access to the airport for a monthly fee ensuring that off airport land owners do not have an unfair economical advantage over those who own/rent hangars on airport property. It was stated that the FAA is not against through the fence operations; however, they do strongly discourage them.

The recommended facility requirements table was discussed showing the existing conditions at the airport and the recommendations for the short term development items and the long term development items. The Steering Committee indicated that the recommended runway length of 5,780 feet should be shown in the short term and 7,430 feet be shown in the long term. The width of the runway and taxiway were also addressed and that the widths should be shown to meet the recommended airport reference code in the short and long term development.

A preliminary discussion on alternatives was brought up which includes the runway extension, parallel taxiway, landside development including hangars and tiedowns and the potential residential/industrial airpark. A cost benefit analysis will also be included in the Development Alternatives Chapter with each alternative evaluated. This will give the Steering Committee an opportunity to see what each development item would cost and the potential economic benefit.

The next steps will include releasing Working Paper #4, the Development Alternatives Chapter. The next meetings include the public meeting on February 22nd 2007 and the March Steering Committee Meeting to present the Development Alternatives Chapter.