

## Airport Master Plan - Planning Advisory Committee (PAC) #4

Date: July 13, 2015 – 5:00 pm to 7:00 pm  
Location: Buena Vista Community Center, 715 E Main Street  
AIP Project: Airport Master Plan

### In Attendance:

#### PAC Members -

Charlie Abel, Airport Advisory Board  
Keith Baker, Town of Buena Vista  
Sue Boyd, Business Owner  
Linda Bruce, FAA  
Judy Hassell, Airport Advisory Board  
Bill Lockett, Airport Advisory Board

Dee Miller, Town of Buena Vista  
Brandy Reitter, Town of Buena Vista  
Mal Sillars, Century 21 Summit Realty Inc.

#### Airport Staff -

Jill Van Deel, Airport Manager

#### Consulting Team -

Dave Nafie, Jviation  
Colleen Cummins, Jviation

## 1. PAC Welcome, Expectations, Ground Rules, and Master Plan Process

Colleen Cummins opened the meeting by welcoming members to the PAC. Members received a brief review of expectations as well as where we were in the process.

## 2. Forecast and Facility Requirements Update

Members received a brief review of the forecast. Facility Requirements were also summarized for the group to set a base for the alternatives.

Specific facility needs identified were:

- Approach lighting system - to improve approach minimums to RW 33
- Taxilane safety and object free areas - current tie-downs and jet parking area fall within both areas
- Transient parking aprons - additional apron area will be required to accommodate itinerant traffic, especially jets and staging of high altitude testing aircraft

- ➔ Hangar space – additional hangars will be required to accommodate growth in based aircraft

### 3. Alternatives Analysis

Colleen described the four areas of the airport analyzed for development based on the facility needs. Those areas included the terminal area, potential crosswind runway, south general aviation (GA) area, and the approach lighting area.

The proposed approach lighting system – MALSF (Medium Intensity Approach Lighting System with Sequenced Flashers) would aid in night approaches as well as potentially improve visibility minimums by ½ mile on RW 33.

The two main terminal area alternatives were reviewed noting the expansion of transient apron and hangar development. The second alternative includes a snow removal equipment (SRE) building.

Next the two south GA area alternatives were discussed. This area includes property that the airport is currently working to acquire. The alternatives include a large amount of hangar development and options for SRE building locations. The second alternative depicts a “high altitude testing campus” which would allow the companies testing to have dedicated space.

The amount of apron and hangar space was summarized for each alternative to demonstrate that the facility needs can be met with each alternative.

Discussion followed and PAC comments included:

- ➔ Terminal Area – Jill noted she was concerned about placing a large hangar south of the terminal hangar as they currently use that area for staging equipment.
- ➔ Terminal Area – Jill asked if the SRE building was located elsewhere if a large hangar could be placed where shown. Colleen noted that was possible.

The next topic involved the runway orientation challenges as presented to Aviation, the Town, and Airport over the course of the Master Plan process. Local pilots have expressed concern about the frequency and strength of crosswinds they experience. Solutions suggested by local pilots include:

- 1) Grading terrain east of Runway 33
- 2) Construct a crosswind runway
- 3) Emergency runway (through-the-fence)

Discussion followed and PAC comments included:

- ➔ Terrain Grading – discussion ensued about how the terrain was an issue

- o It was noted that terrain variations can create a cyclone effect and cause turbulent air. However, because the terrain issues are west of the runway most feel correcting the terrain would not have a significant impact.
- o The terrain in question also provides drainage so if it were to be leveled, drainage would need to be accommodated.
- o It was discussed if the areas in question were on CDOT right-of-way.
  - The property was researched and it is owned by a private land owner.
- ➔ Emergency Runway
  - o Linda noted that according to FAA regulations, emergency runways do not exist. If a runway is constructed on a federally obligated airport it must meet FAA standards.
- ➔ Crosswind Runway
  - o The biggest challenges are the roads within the runway protection zones (RPZ). Linda noted that the FAA may approve CR 319 to be in the RPZ but getting approval for U.S. 24 would be extremely difficult and unlikely.
  - o Linda also noted that if the crosswind was shown on the ALP within the planning period it would be necessary to gain approval from FAA headquarters regarding the roads within the RPZ. As noted, previously, it would be extremely difficult to do.
    - Decision was made to remove the crosswind from the planning period.
  - o Other challenge is that AEJ doesn't qualify for FAA funds to construct a crosswind runway or to provide maintenance. Consequently, building and maintaining would be the responsibility of AEJ.
- ➔ Purchase of Southard property
  - o It was asked if FAA would participate in purchase of property if owner would sell based on fair market value (FMV).
    - Linda noted that it could be eligible for funding if the crosswind was not shown either in the planning period or ultimately. The purchase would need be done to protect compatible land use and for future aeronautical development.
    - The PAC members liked the idea of having the property available for further apron and hangar space.
  - o Jviation to further discuss with Town/Airport regarding options and how to show on ALP.

## 4. Next Steps

Colleen Cummins provided an overview of the schedule and noted that the Facility Requirements chapter will be revised per FAA comments and reposted to the website within the month. Based upon the conversation tonight, alternatives will be revised. The Alternatives Analysis chapter will be drafted and a notification sent out to PAC when placed on website for review.

The next PAC meeting is scheduled to occur in November 2015 along with a public open house. A poll will be sent to PAC members to determine the best date and time a few month prior.

### Action Items:

- 1) Linda to check if Town could be reimbursed if receive CDOT loan to purchase land. *Linda followed-up via e-mail on 7/14/15 and noted if used to purchase property only the principal would be eligible for reimbursement.*
- 2) Linda to inquire if AEJ could participate in transfer group to share entitlements. *Linda noted this was possible but needed to coordinate with CDOT to see if an opening is available.*
- 3) Brandy is to reach out to Ron Southard to discuss possibility of land purchase.
- 4) Jill is to obtain letter of intent from Lockheed and any other testing companies possible.
- 5) Colleen and Mal are to determine location of AWOS as it needs to be relocated to support future development. *Discussed following meeting and determined it would be best to locate in the southern most portion of the south GA area.*

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Colleen closed the meeting by thanking the PAC members and other attendees for their participation and emphasizing the PAC's role in representing the community, as this will be vital to the success of the Master Plan. Jill and Brandy also expressed appreciation for everyone's participation.