

Master Plan

Planning Advisory Committee (PAC) #4 Update

July 13, 2015



PAC Welcome

→ Welcoming Comments

- ❖ Jill Van Deel, Airport Manager
- ❖ Brandy Reitter, Town Administrator



Meeting Expectations

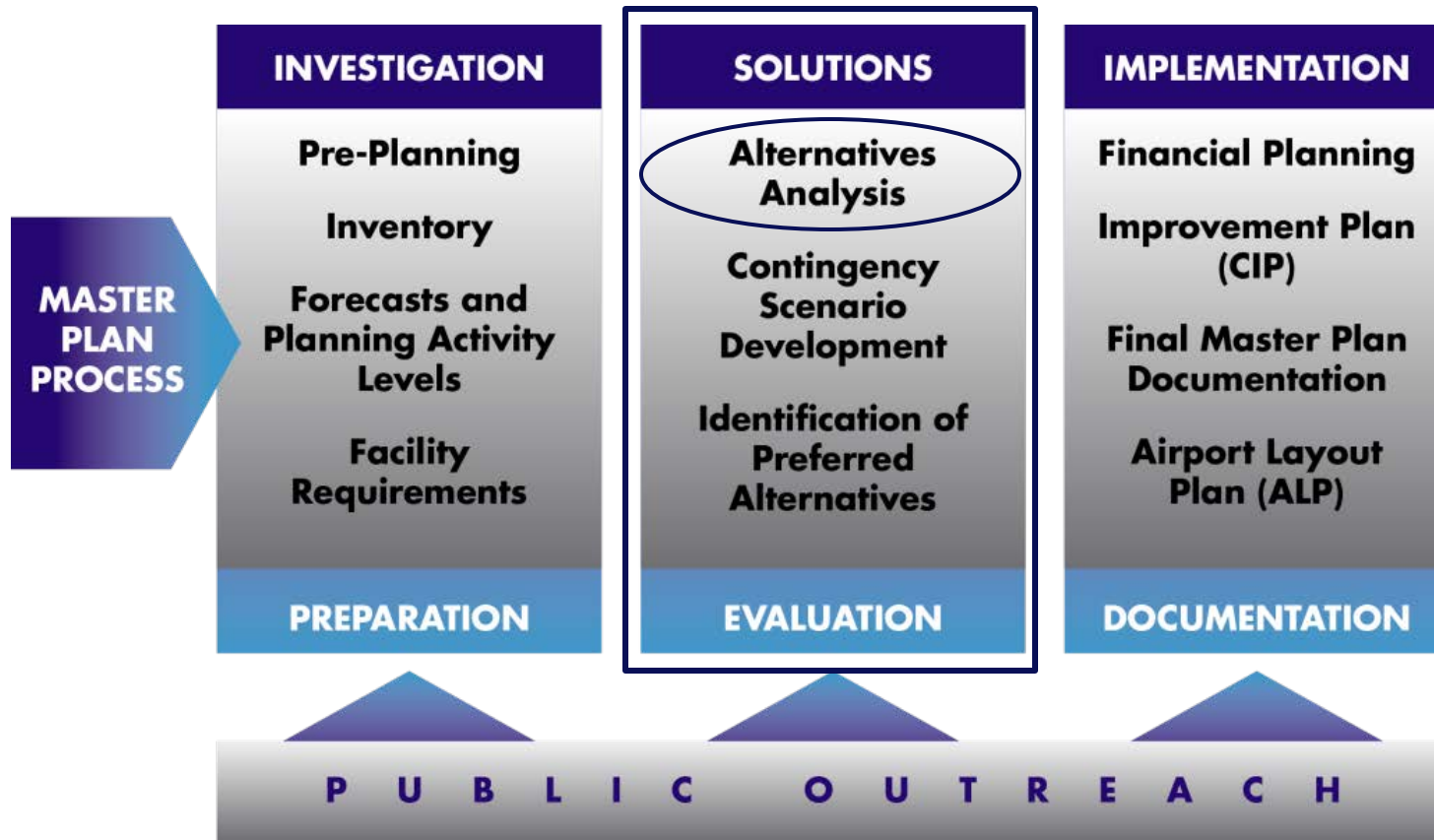
PAC members will leave with:

- ✓ An update on Forecast and Facility Requirements
- ✓ An understanding of alternatives
- ✓ An awareness of next steps

Meeting Ground Rules

- ✓ Start on time, end early
- ✓ One person speaks at a time
- ✓ Honor diversity of opinions
- ✓ Be hard on the issue, not the person
- ✓ Participate fully
- ✓ No sidebar conversations
- ✓ Stay focused and on point
- ✓ Disclose financial interests related to the airport
- ✓ Turn cells phones off/vibrate
- ✓ Use humor!

Master Plan Process

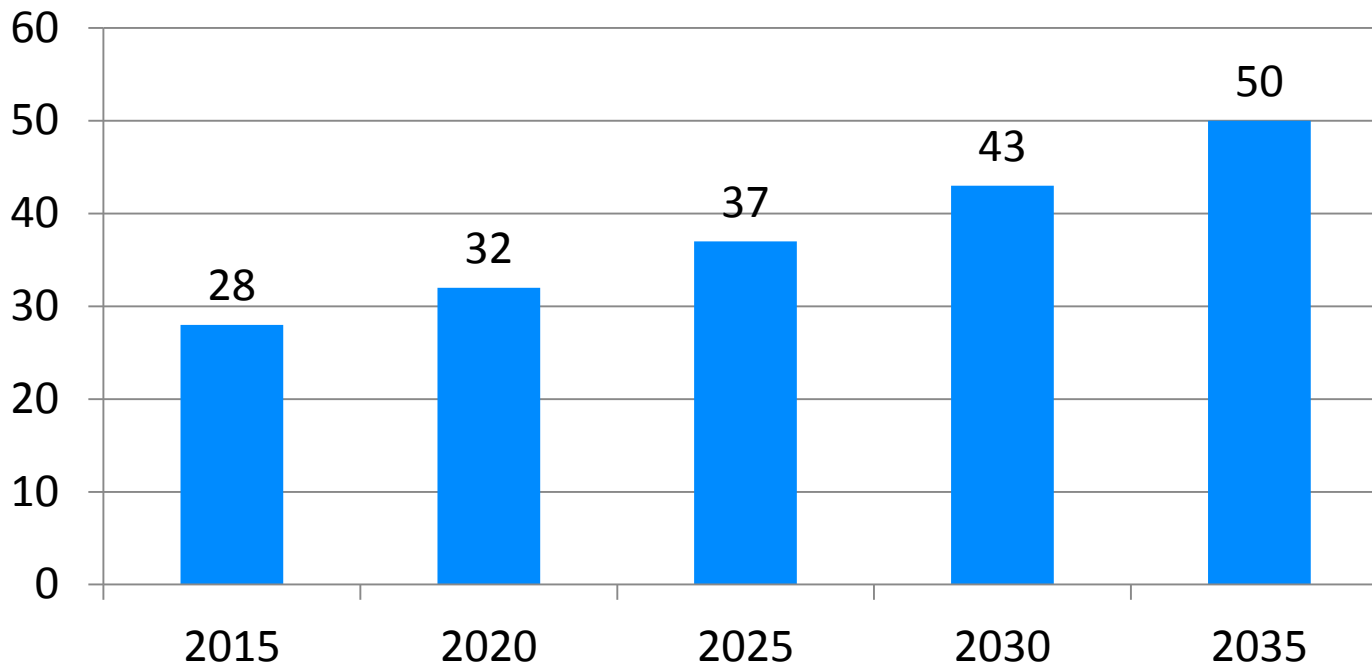




Forecast & Facility Requirements Update

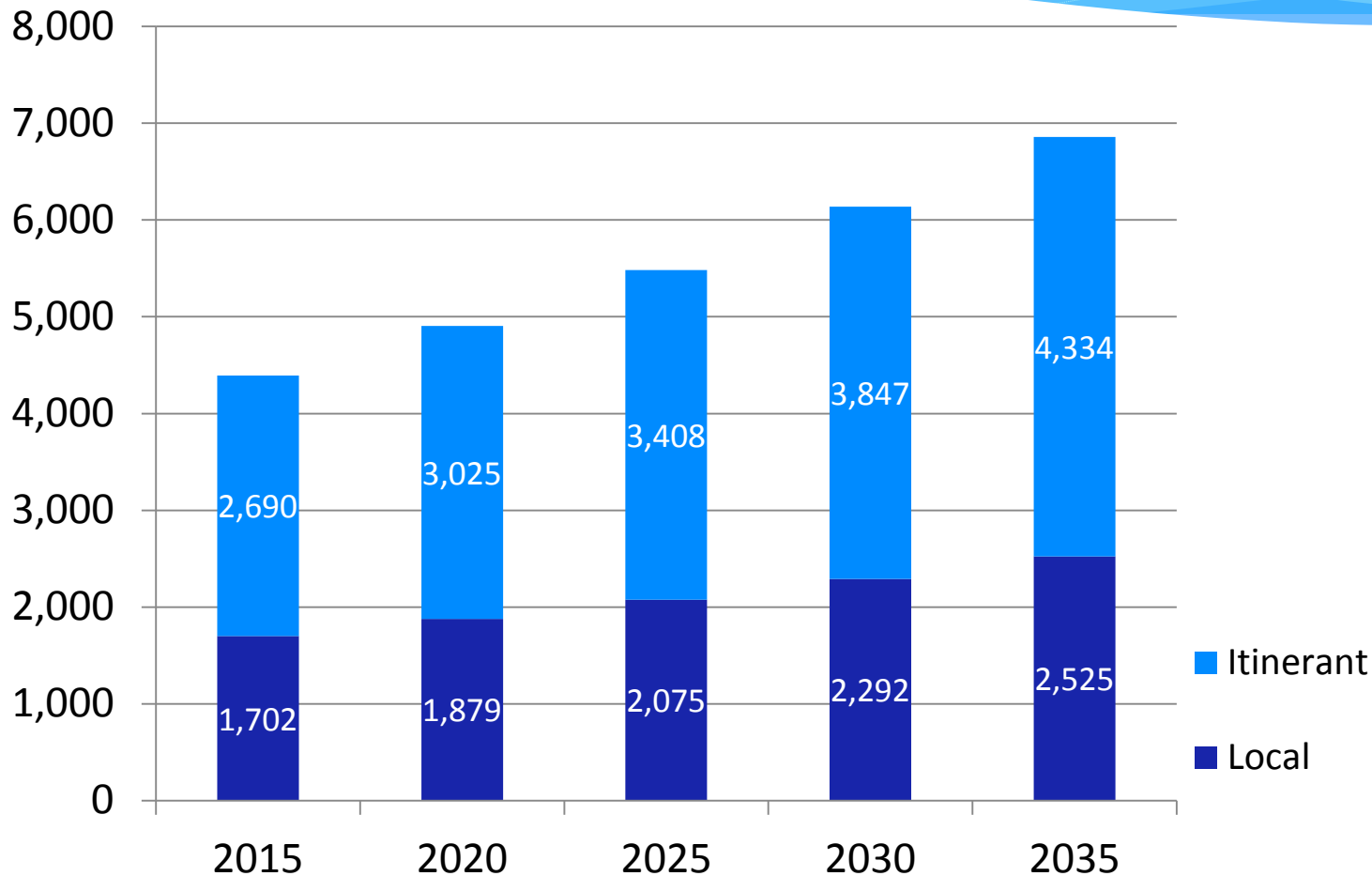
Based Aircraft Forecast

Based Aircraft



- Growing at ~3% annually
- 28 aircraft in 2015 to 50 in 2035
- Some growth attributed to immigration of aircraft owners.

Operations Forecast



- Operations growing at ~2.3% annually
- Itinerant activity increasing at a faster rate than local



- **Local Operations** – occur in the local traffic pattern or within sight of airport
- **Itinerant Operations** – all aircraft operations other than local (i.e. Denver to Central Colorado Regional Airport)

Critical Aircraft and Runway Design Code (RDC)

→ Most demanding aircraft or family of aircraft that account for at least 500 annual operations.

→ Currently: Cessna Citation CJ2

- Aircraft Approach Category (AAC) – B
- Airplane Design Group (ADG) – II



→ Future: *Maintain the current RDC of B-II*

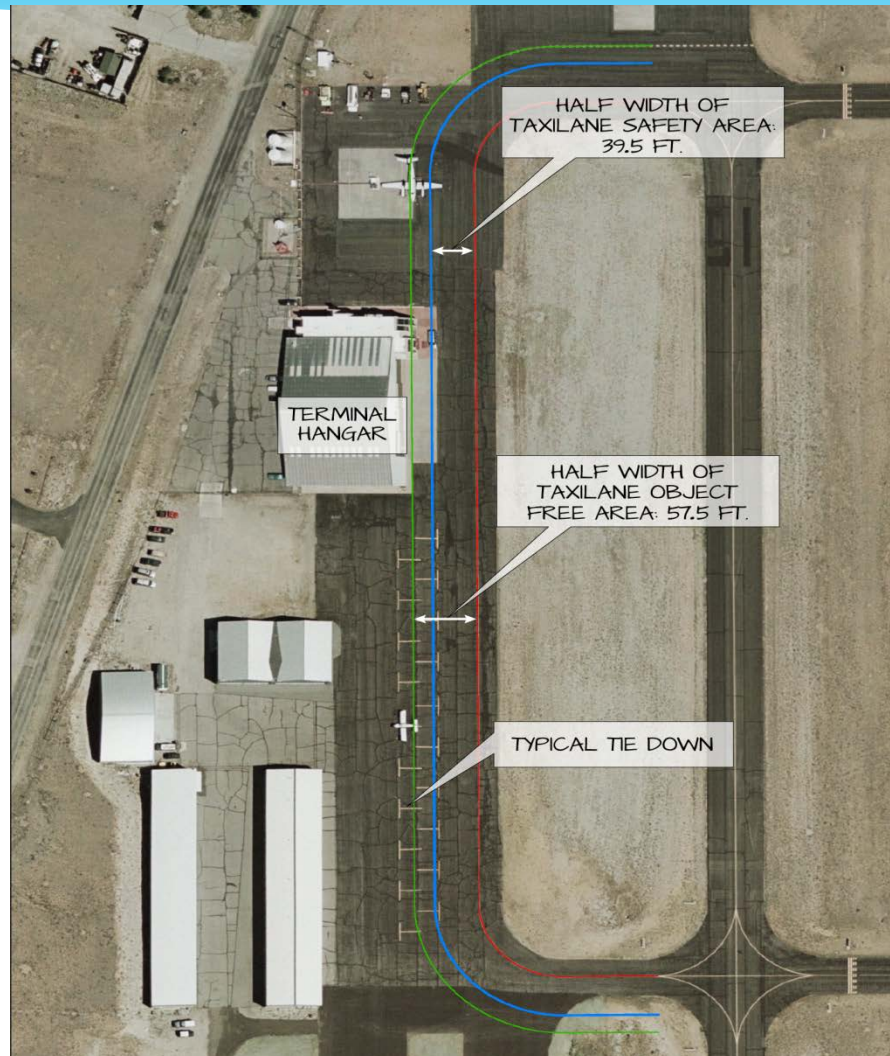
Facility Requirements Summary

FACILITY	IDENTIFIED REQUIREMENT
Taxiway/Taxilane System	Remove direct access from apron to runway; correct non-standard taxilane safety and object free areas; routine maintenance
Airfield Lighting and Signage	Install MITL system; install REILS on both runway ends; replace/upgrade MIRL system
Navigation Aids/Instrument Approach	MALSF installation on Runway 33
Obstruction Removal	Relocate fence
General Aviation/Transient Apron	Provide additional transient apron space; reconfigure tie-downs (add additional pavement)
Aircraft Hangar Storage	Expand aircraft hangar storage capacity as needed; acquire through-the-fence property
Landside Requirements	Reconfigure and expand existing parking lot Improve auto entrance/circulation access
Snow Removal Equipment / Airport Equipment	Replacement of plow trucks and dump truck with plow; acquire tractor/mower; acquire sweeper attachment
Snow Removal Equipment Building	Construct or acquire building for dedicated equipment storage
Fuel Storage Requirements	Upgrade existing fuel storage tanks and containment area

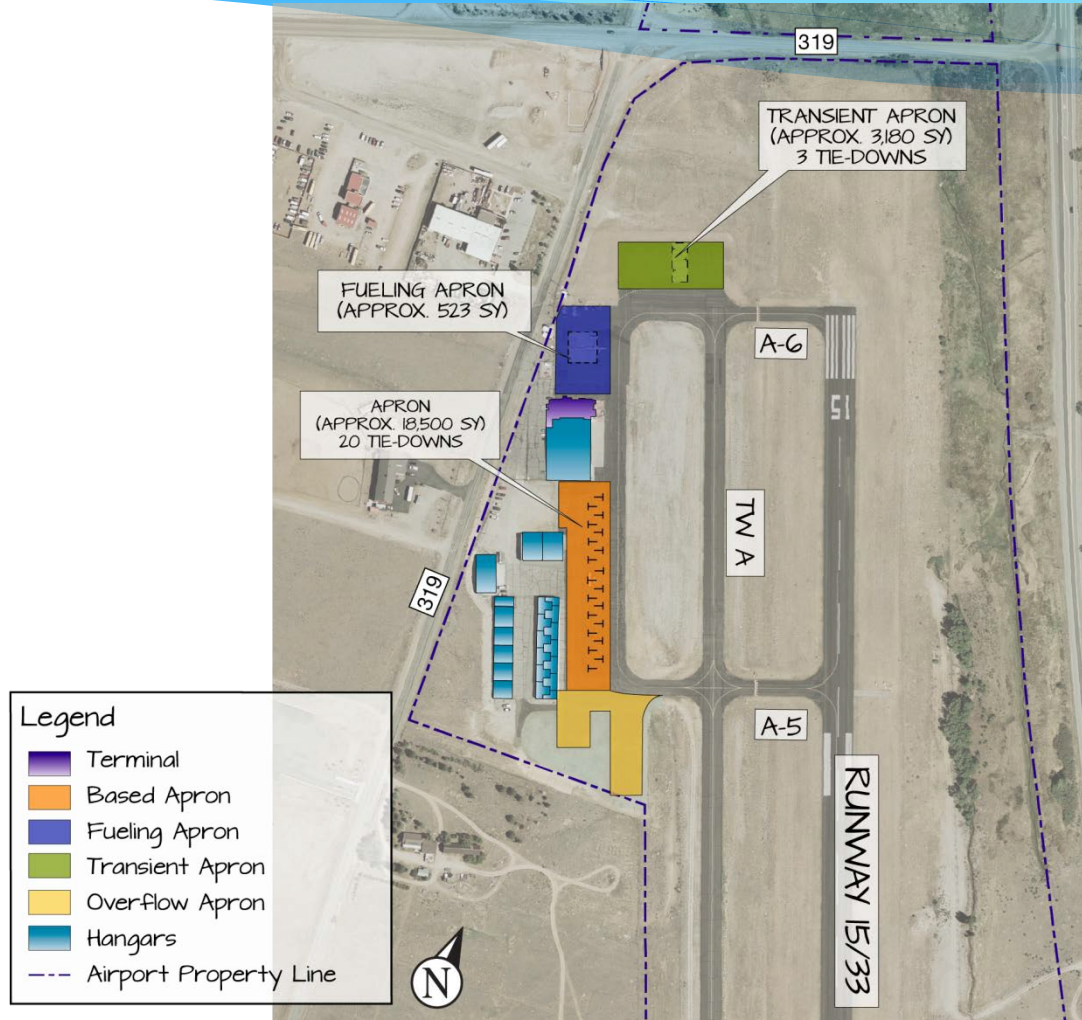


MITL – Medium Intensity Taxiway Lights
 REILS – Runway End Identifier Lights
 MIRL – Medium Intensity Runway Lights
 MALSF – Medium Intensity Approach Lighting System with Sequenced Flashers

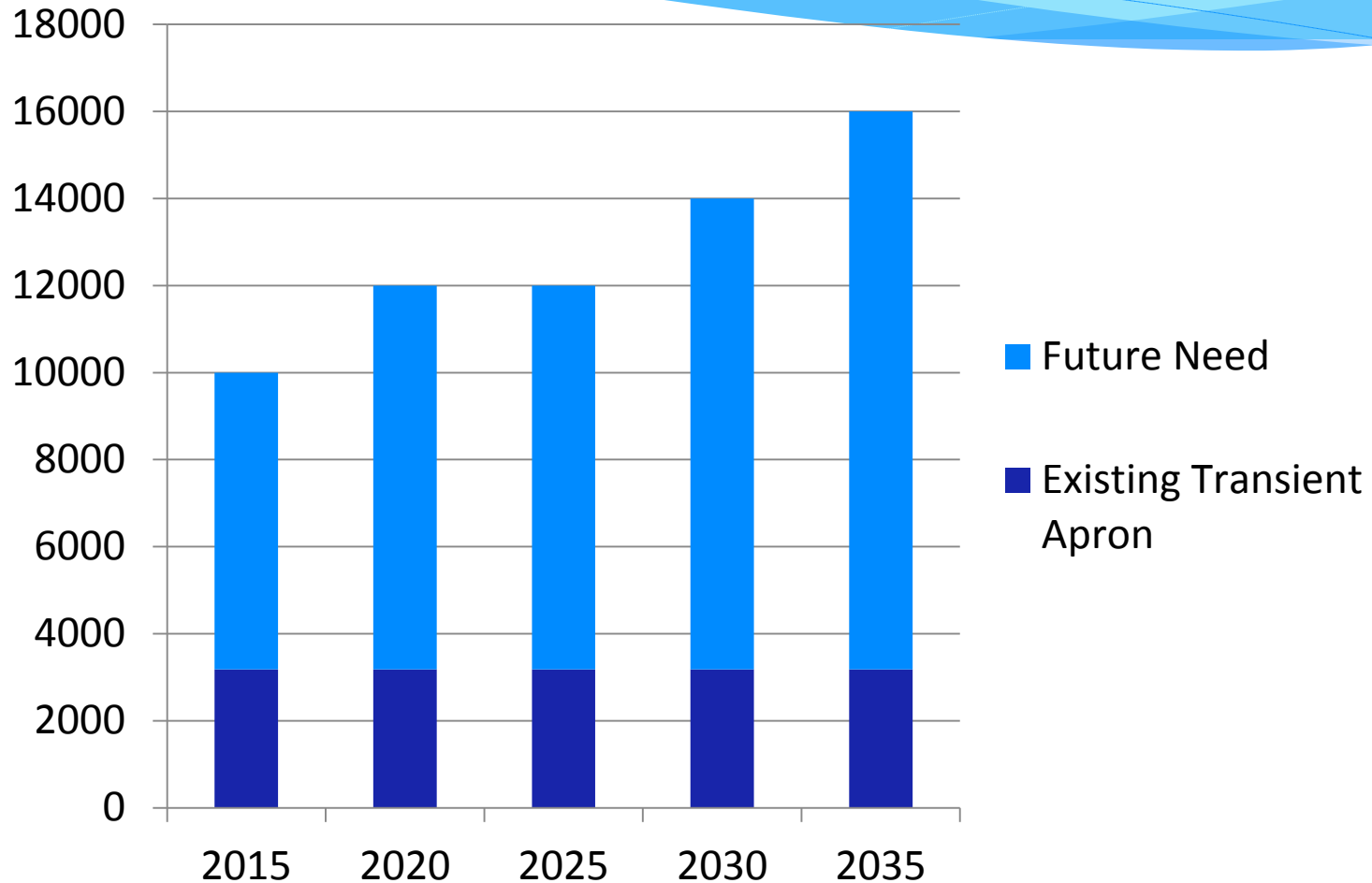
Taxilane Safety and Object Free Areas



Aircraft Parking Aprons



Transient Apron Parking Requirements (square yards)



Hangar Space



2015 -
43,290 ft²



2020 -
49,472 ft²



2025 -
57,202 ft²



2030 -
66,478 ft²

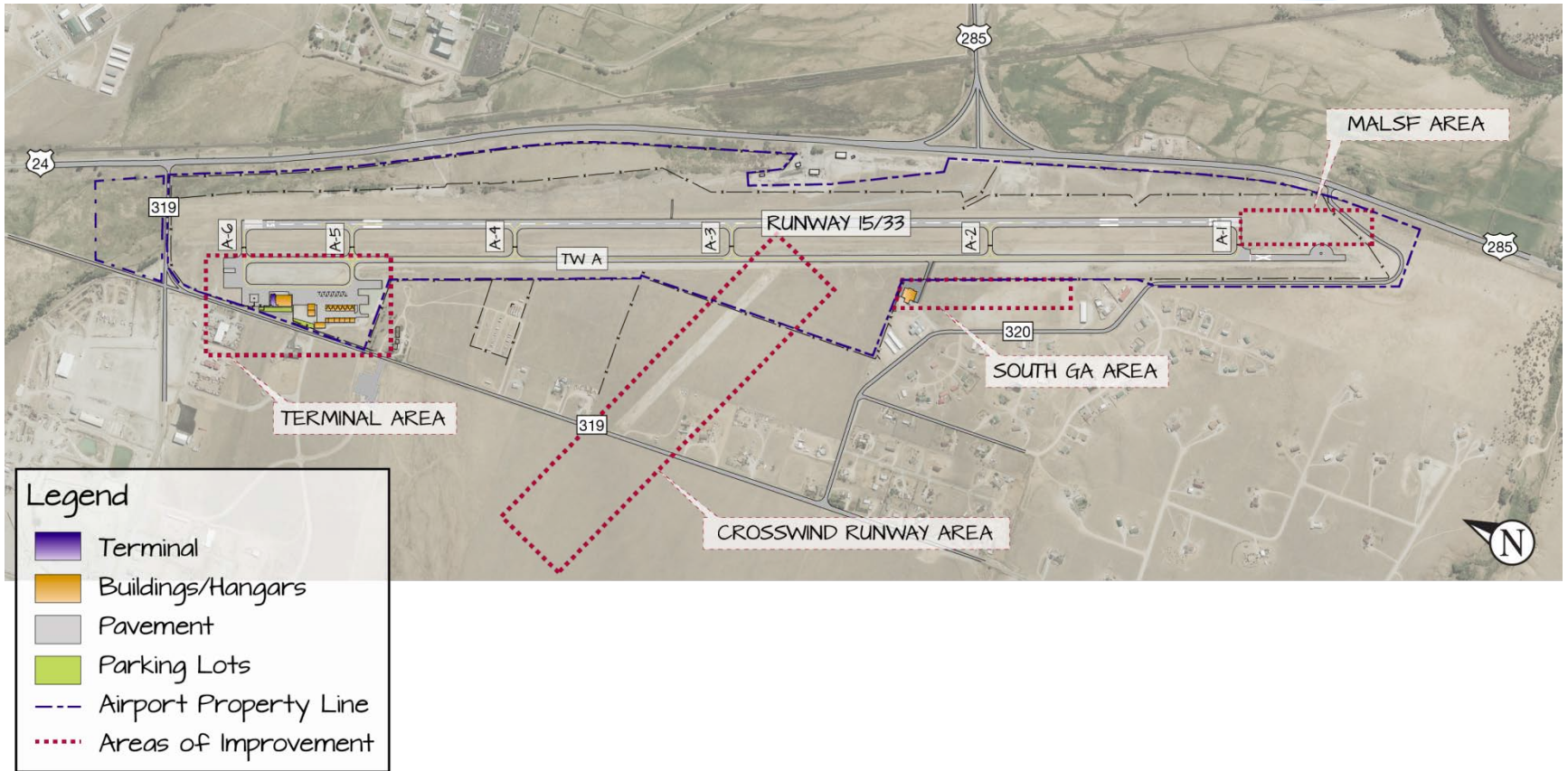


2035 -
77,300 ft²



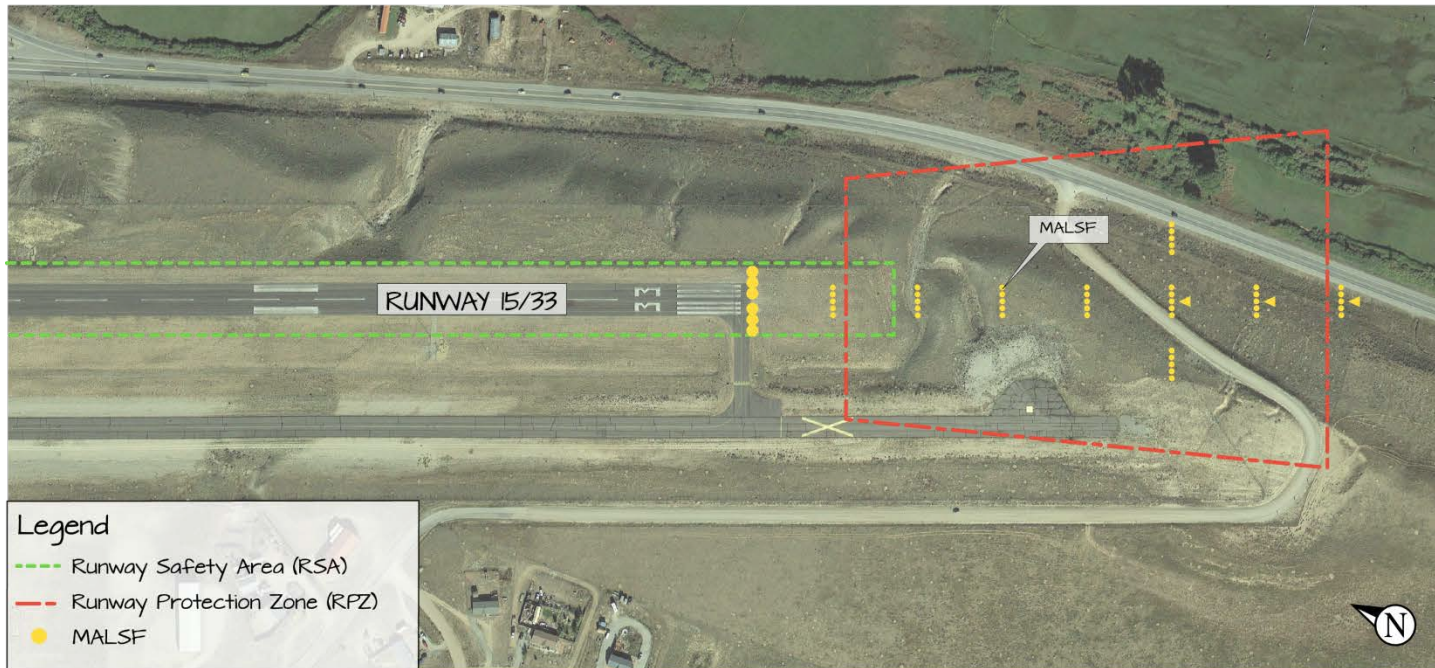
Alternatives Analysis

Alternative Analysis Considerations

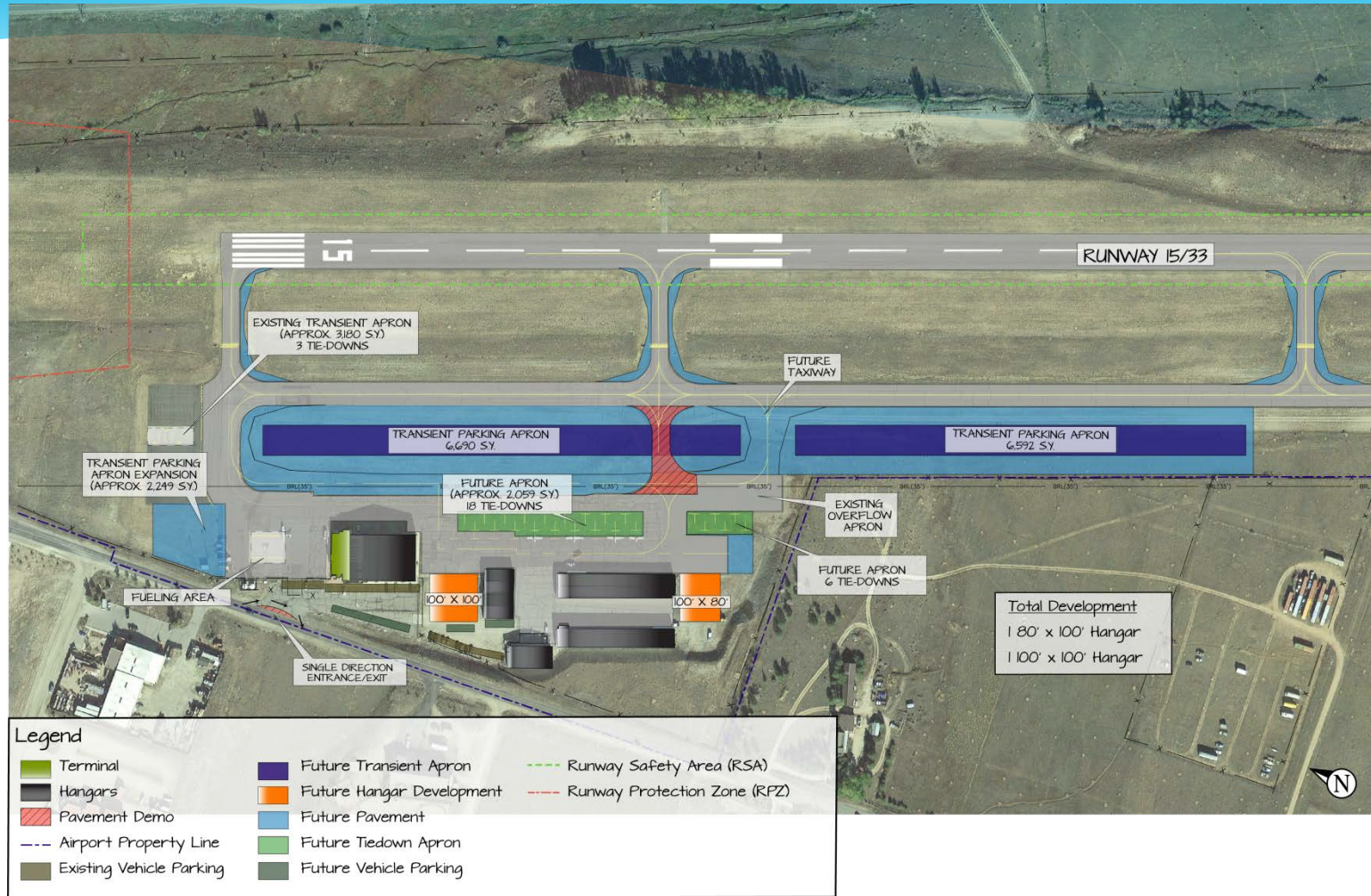


MALSF Installation on Runway 33

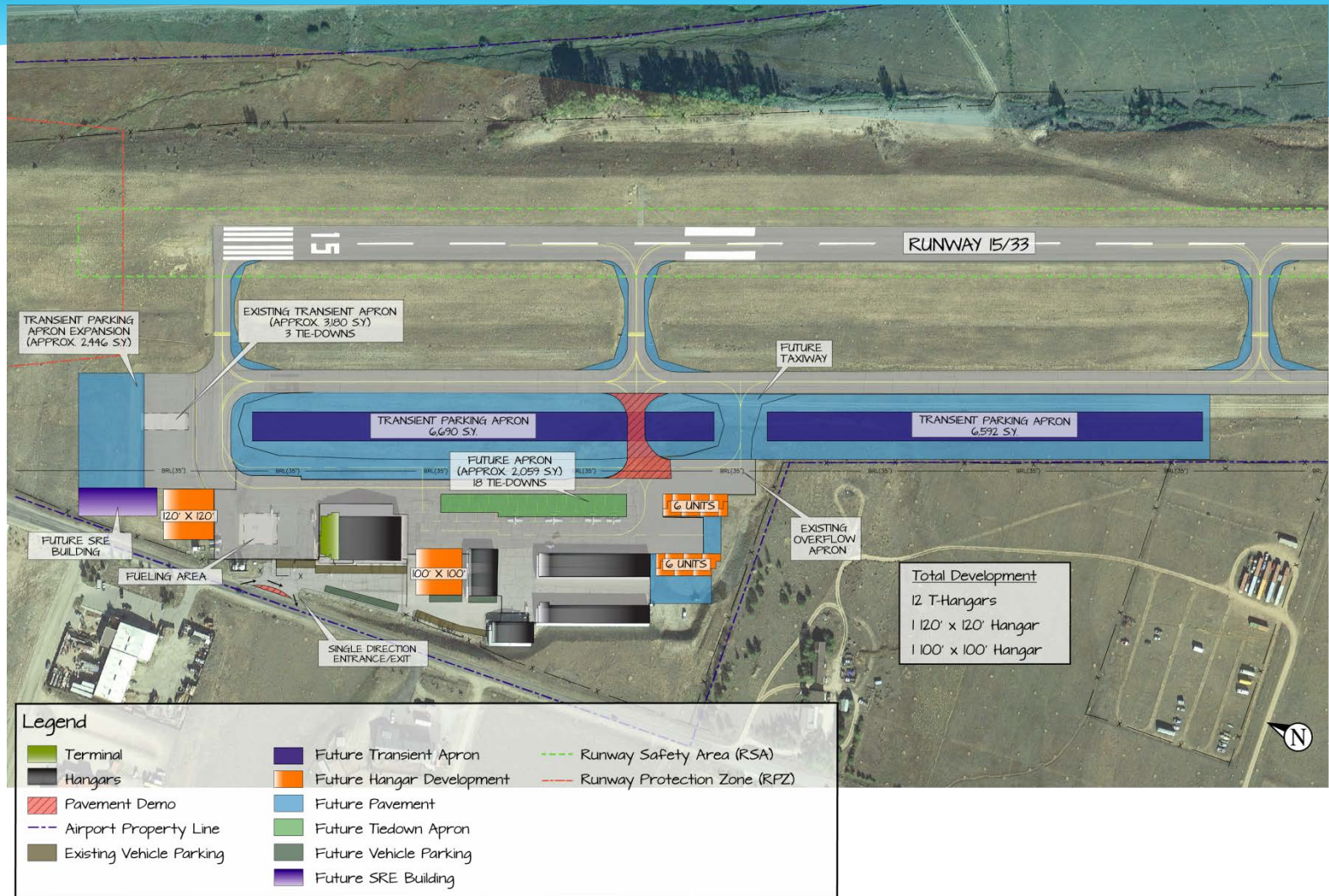
- Potential to reduce visibility minimums by ½ mile
- Currently 1 ½ mile visibility minimums



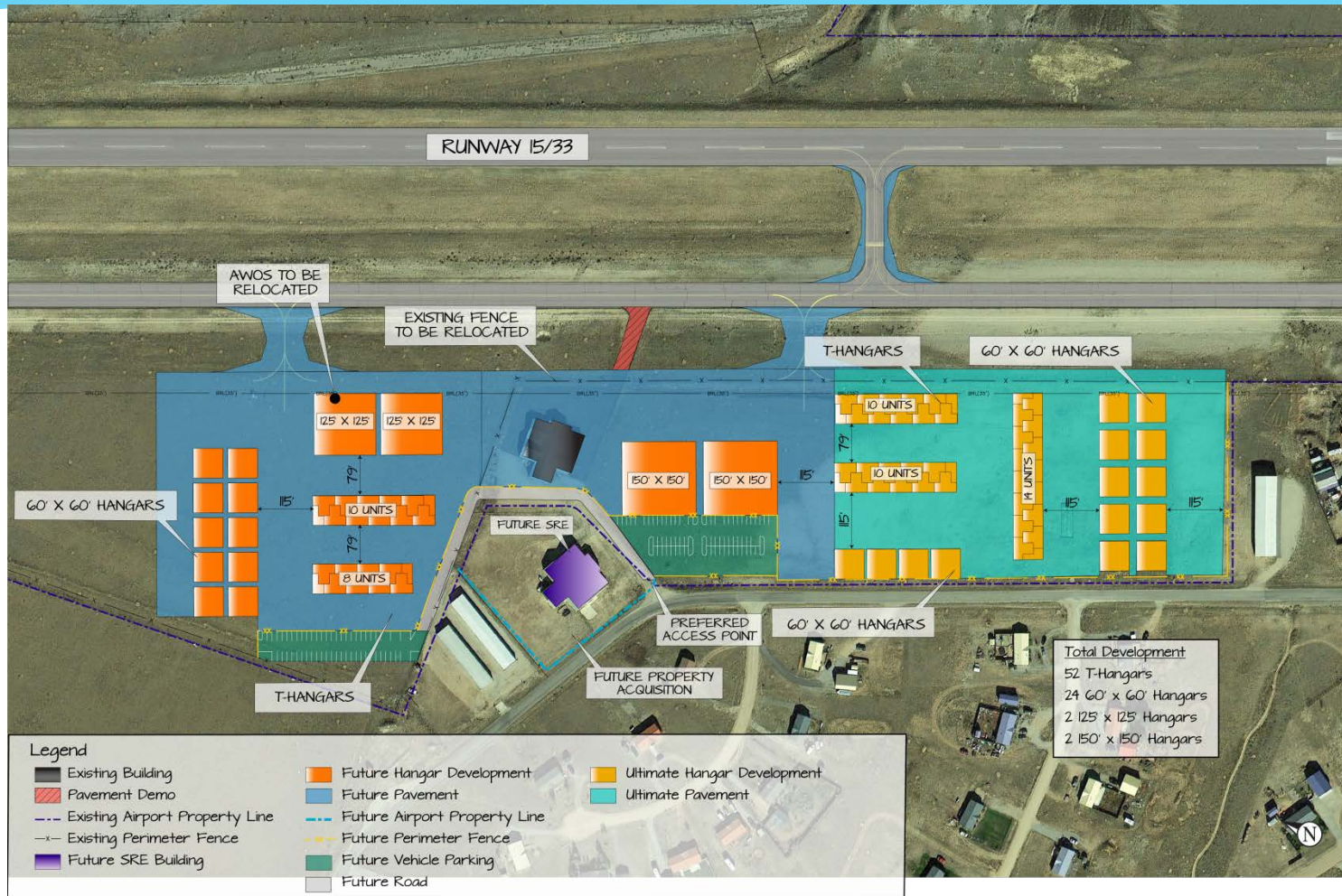
Terminal Area – Alternative 1



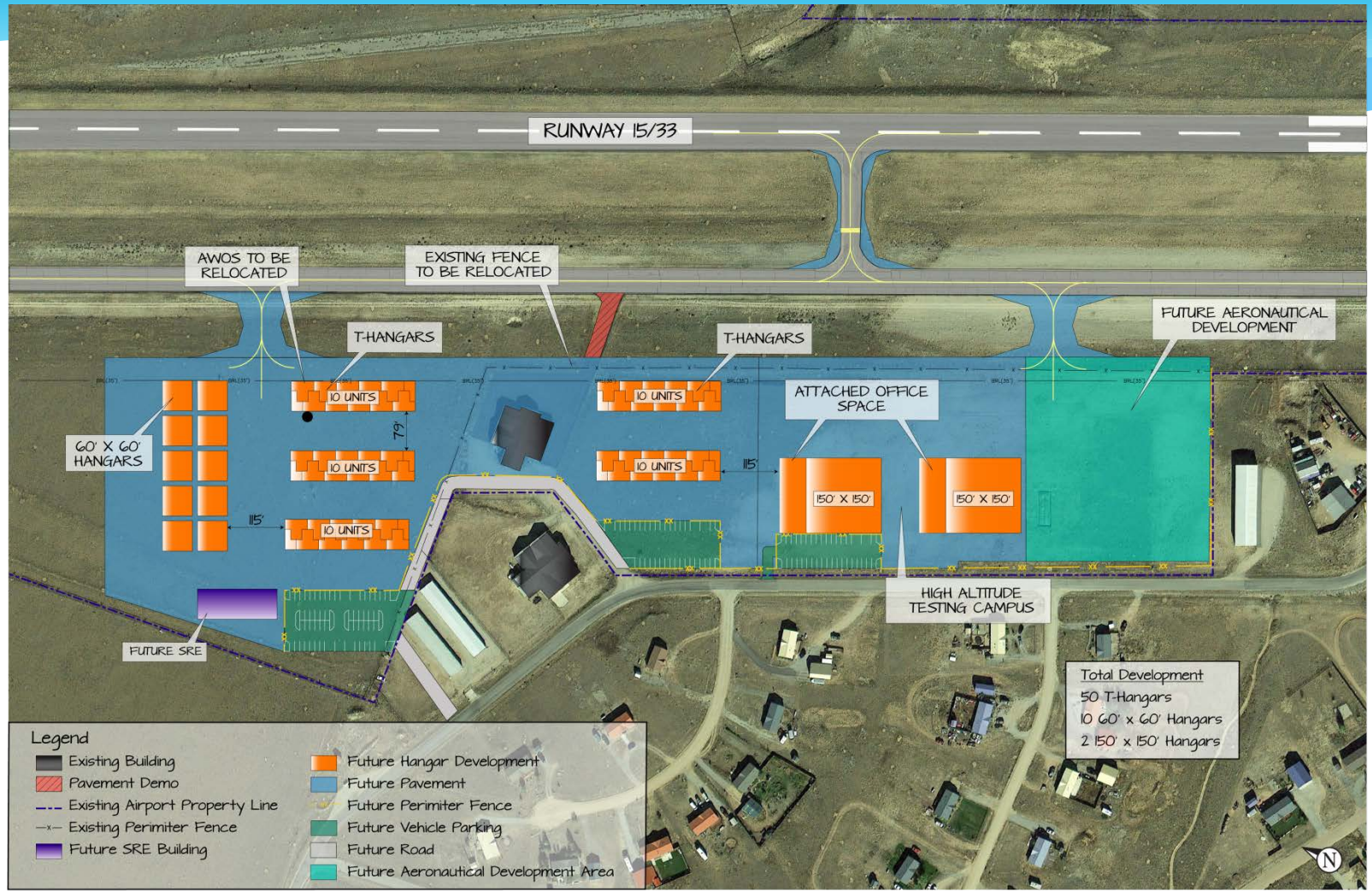
Terminal Area – Alternative 2



South General Aviation Area – Alternative 1



South General Aviation Area – Alternative 2



Alternative Summary – Transient Apron

Terminal Area Alternative 1

- Existing: 3,180 yards²
- 2035 Need: 16,000 yards²
- Proposed: 18,711 yards²

Terminal Area Alternative 2

- Existing: 3,180 yards²
- 2035 Need: 16,000 yards²
- Proposed: 18,908 yards²

Alternative Summary - Hangars

Terminal Area Alternative 1

Additional
18,000 ft²
(box hangars)

Terminal Area Alternative 2

Additional
35,800 ft²
(24,400 box and
114,400 T-
hangars)

South GA Area Alternative 1

Additional
129,350 ft²
(112,250 box
and 17,100 T-
hangars)

South GA Area Alternative 2

Additional
128,500 ft²
(36,000 box and
47,500 T-
hangars)

Existing Hangar Space: 43,290 ft²
2035 Need: 77,300 ft²



Runway Orientation Challenges

→ Problem:

- Local pilots find the existing runway's orientation inadequate during crosswind conditions which occur frequently
- Airport has reputation for being unsafe with GA pilots

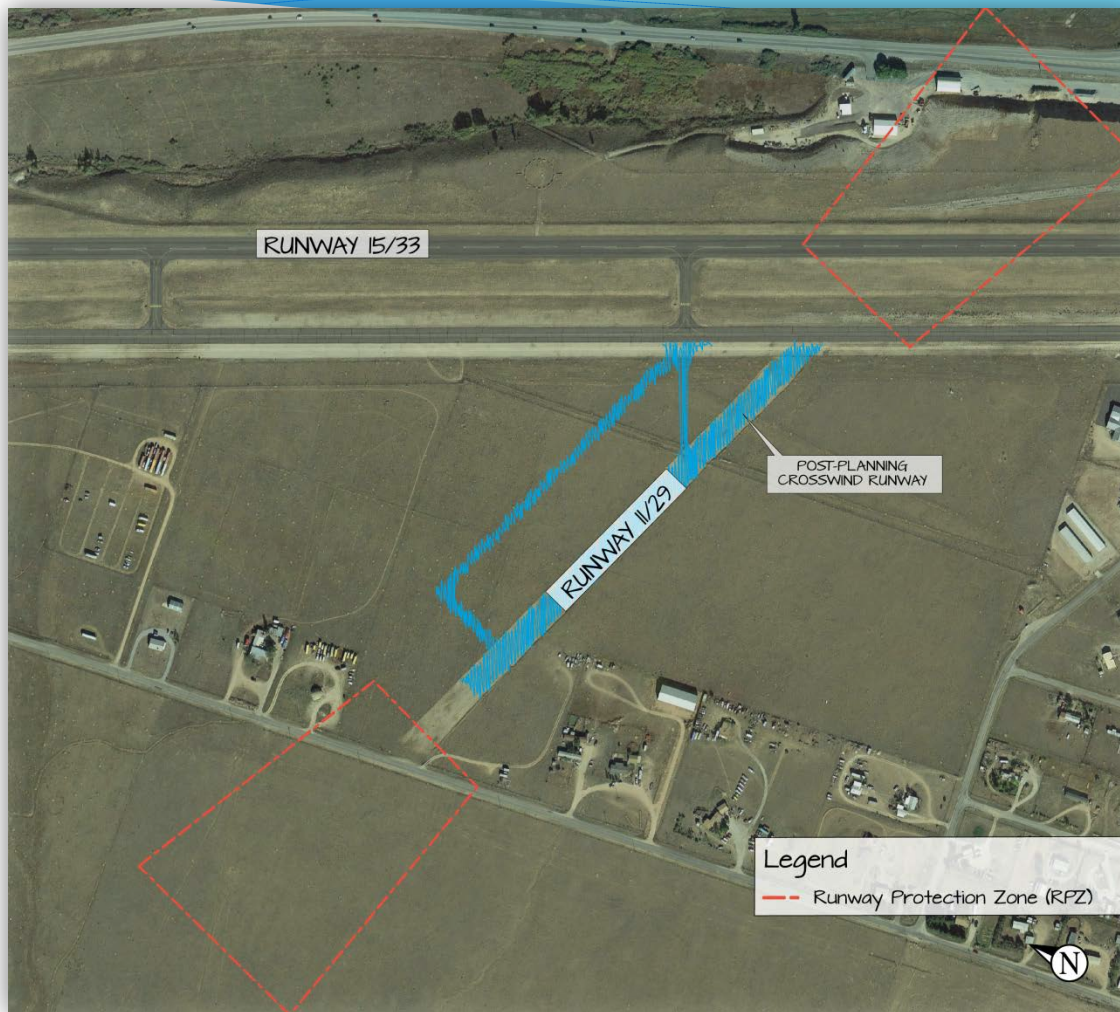
→ Solutions:

- Grading terrain on east of Runway 33
- Construct a crosswind runway
- Emergency runway through-the-fence (?)

Terrain



Crosswind Runway



Challenges with Crosswind Runway

- Federal funding most likely not available
 - ❖ Other funding mechanisms?
- County Road 319 and U.S. Highway 24 within runway protection zones
 - ❖ Requires FAA approval
- Land Acquisition

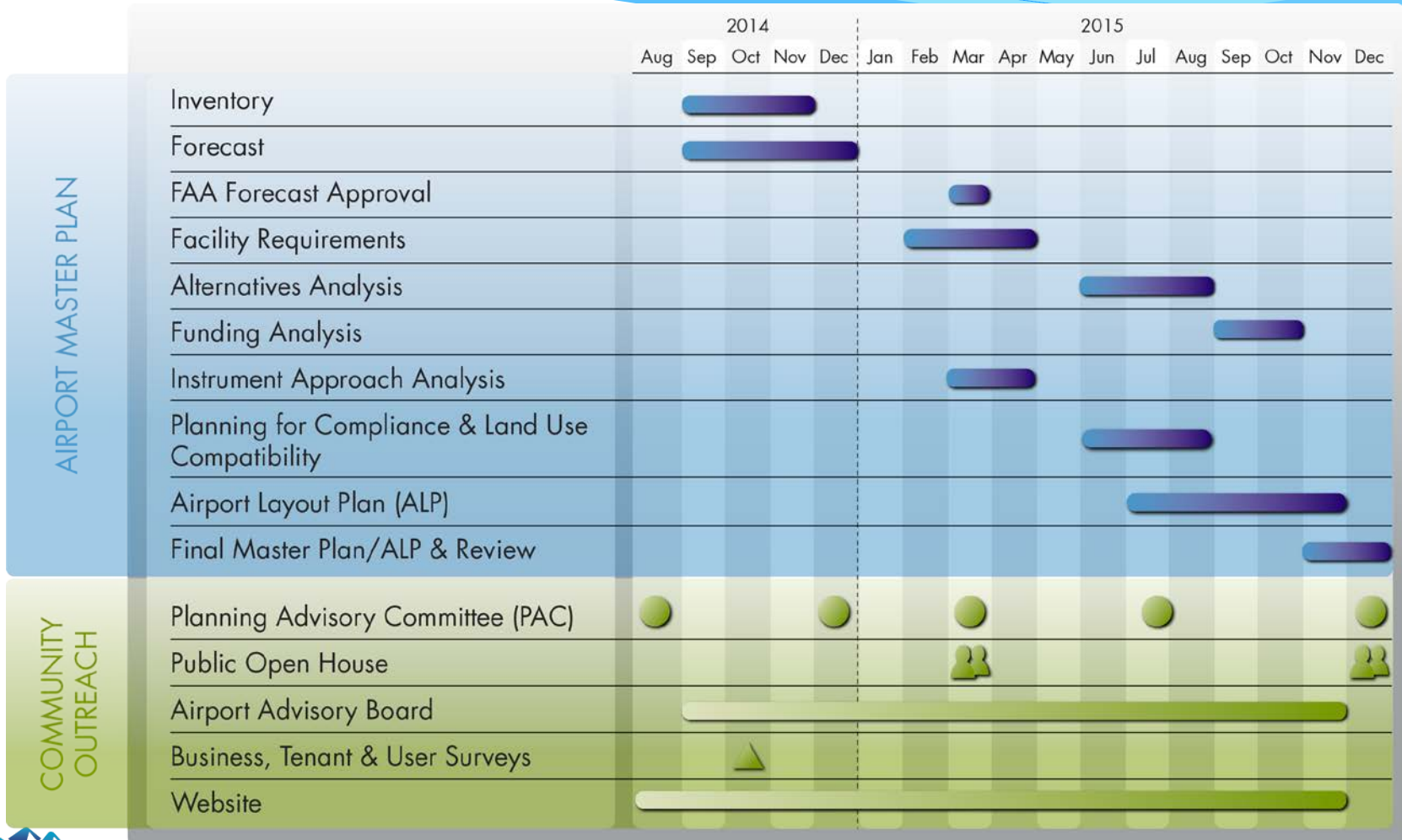


**QUESTIONS,
COMMENTS?**



Next Steps

Master Plan Timeline



Next Steps

- Working Paper #2
 - ❖ Facility Requirements – respond to FAA comments

- Select Preferred Alternatives

- Financial Implementation Plan
 - ❖ Included Capital Improvement Program (CIP)

- Working Paper #3
 - ❖ Alternatives Analysis – submit draft to Sponsor and FAA

- PAC #5 and Public Open House
 - ❖ To be held in November 2015

- Airport Layout Plan Set
 - ❖ Review draft set
 - ❖ Submit to Sponsor and FAA for review



**QUESTIONS,
COMMENTS?**

Thank you!

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