

Master Plan

Planning Advisory Committee

April 14, 2016



PAC Welcome

→ Welcoming Comments

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



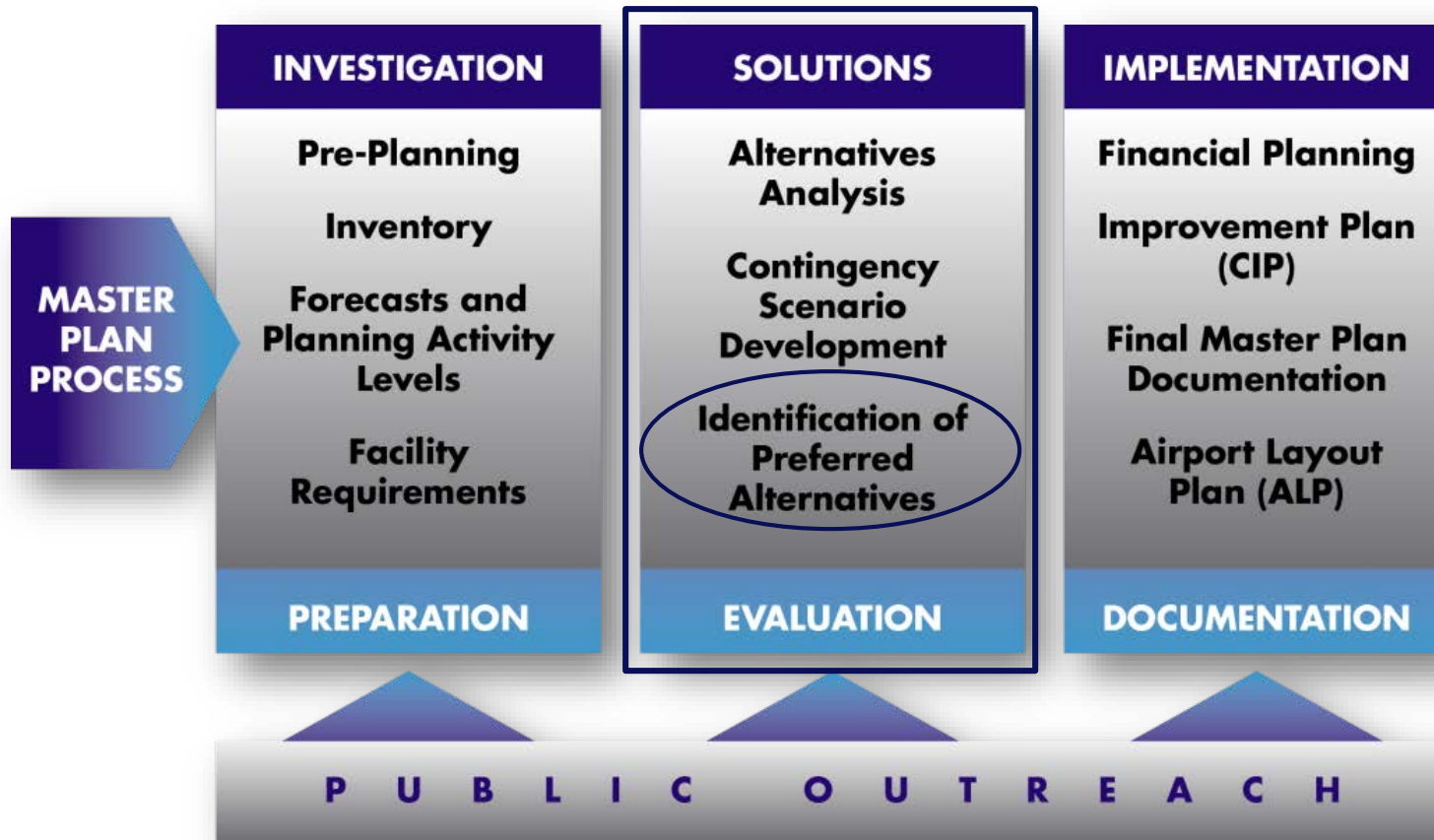
Meeting Expectations

PAC members will leave with:

- ✓ An update on progress to-date regarding alternatives
- ✓ An understanding of preferred alternatives
- ✓ An awareness of next steps



Master Plan Process

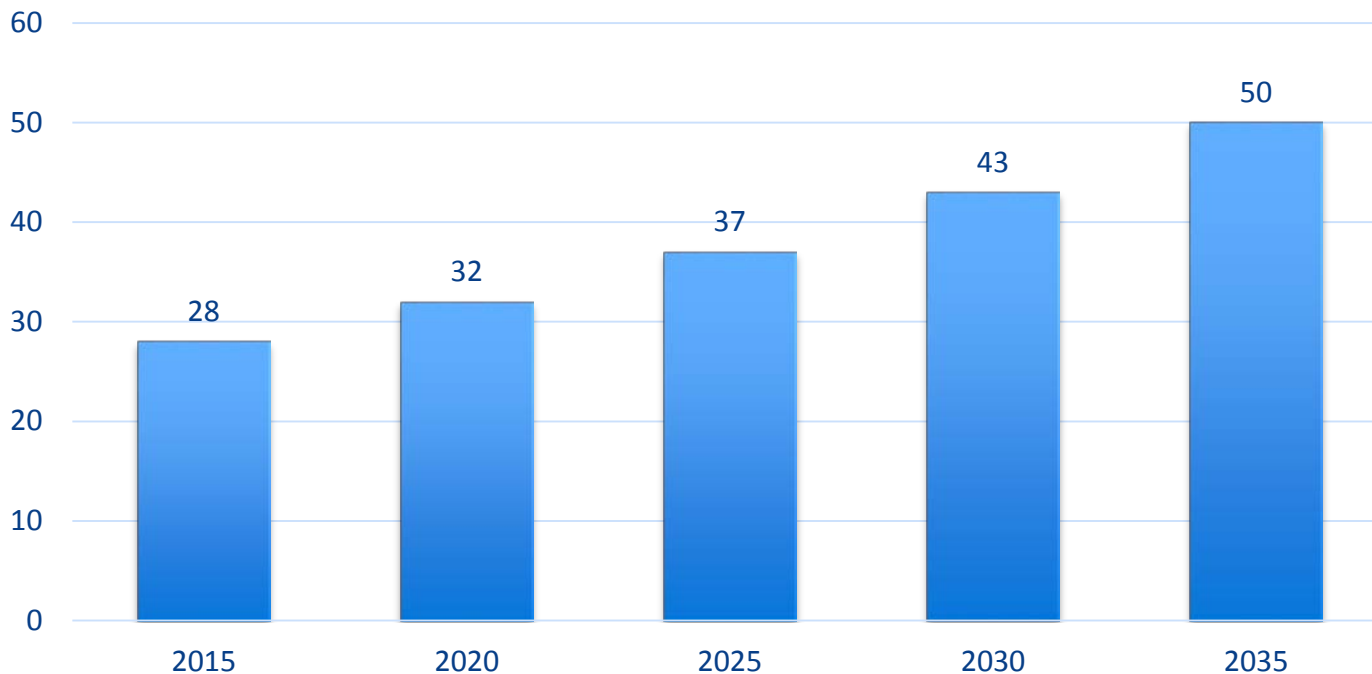




A Quick Review - Forecast & Facility Requirements

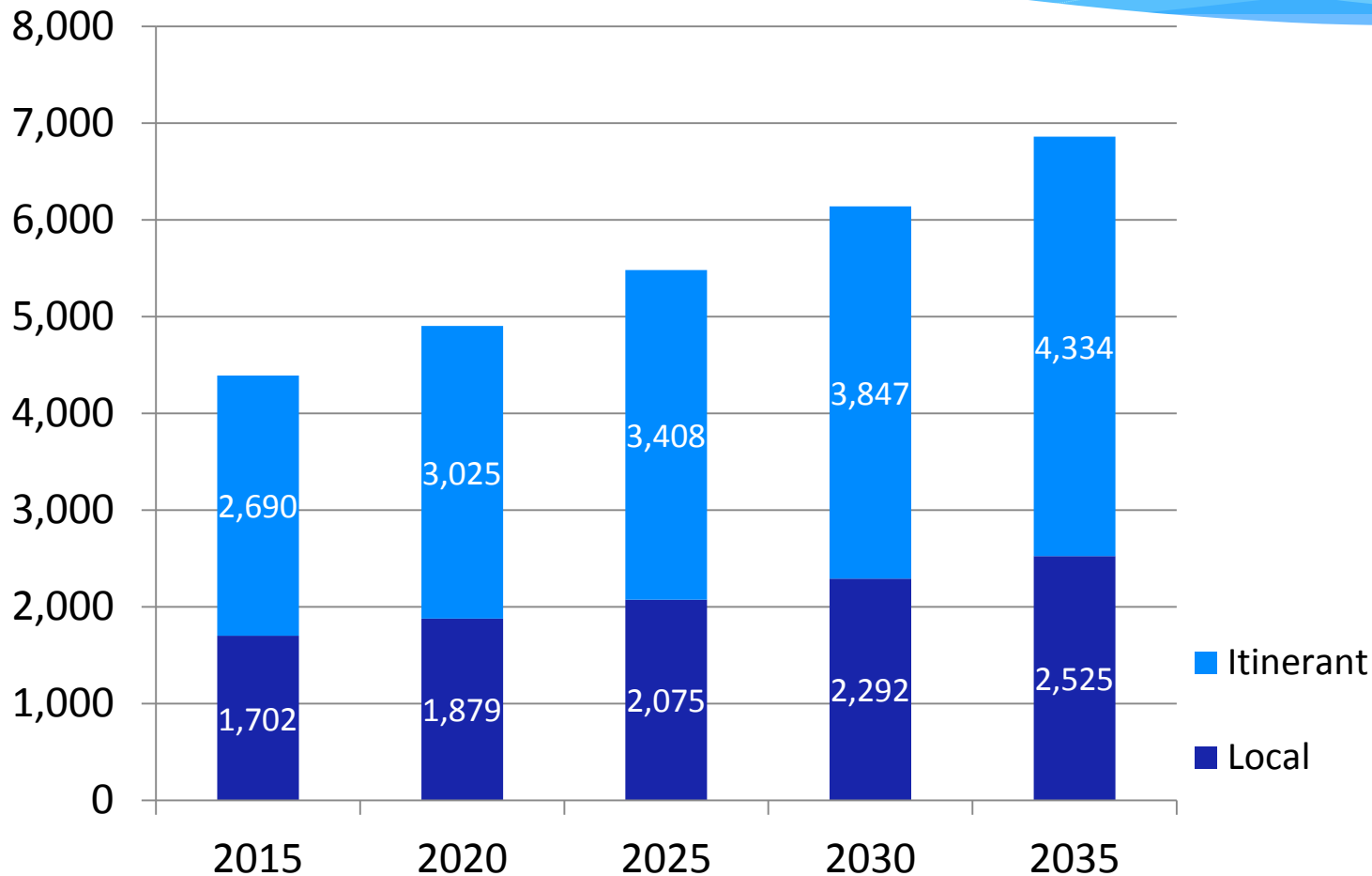
Based Aircraft Forecast

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; correct non-standard fillets; 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

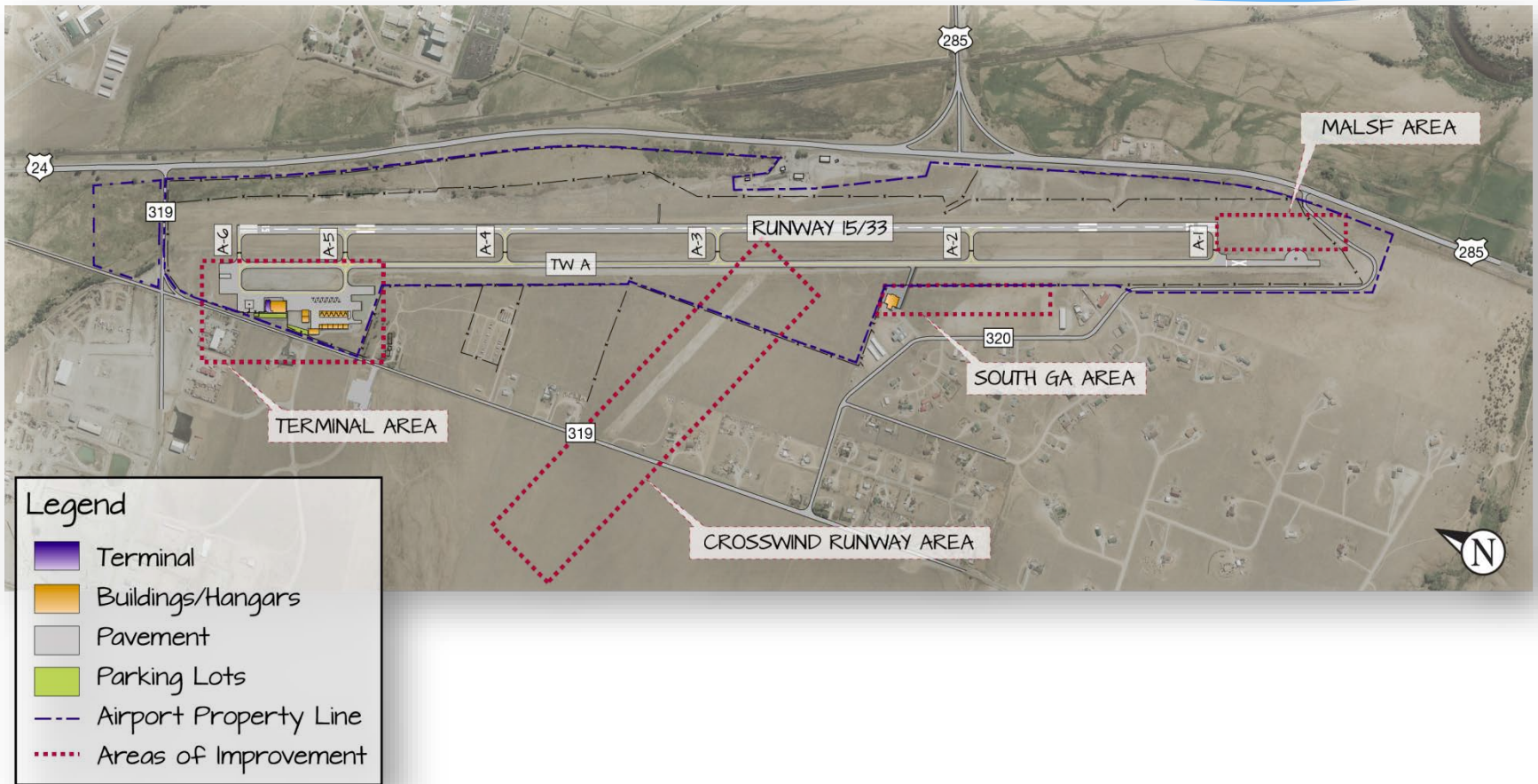


MITL – Medium Intensity Taxiway Lights
 REILS – Runway End Identifier Lights
 MIRL – Medium Intensity Runway Lights
 MALSF – Medium Intensity Approach Lighting System with Sequenced Flashers



Updated Alternatives Analysis

Alternative Analysis Considerations



Evaluation Criteria for All Alternatives

Operational

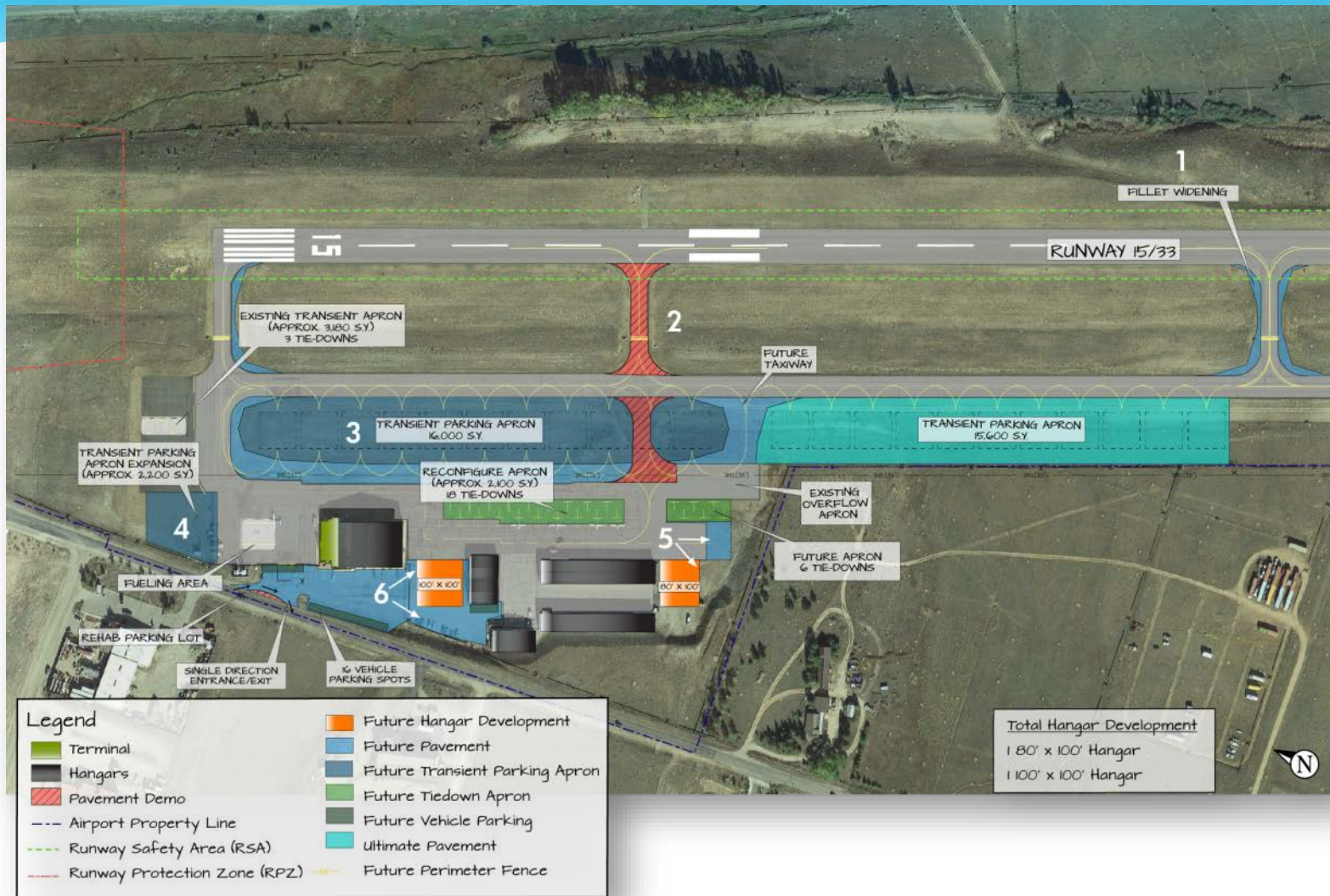
Economic

Environmental

Feasibility

Compatibility

North Development Area – Alternative 1



North Development Area – Alternative 2

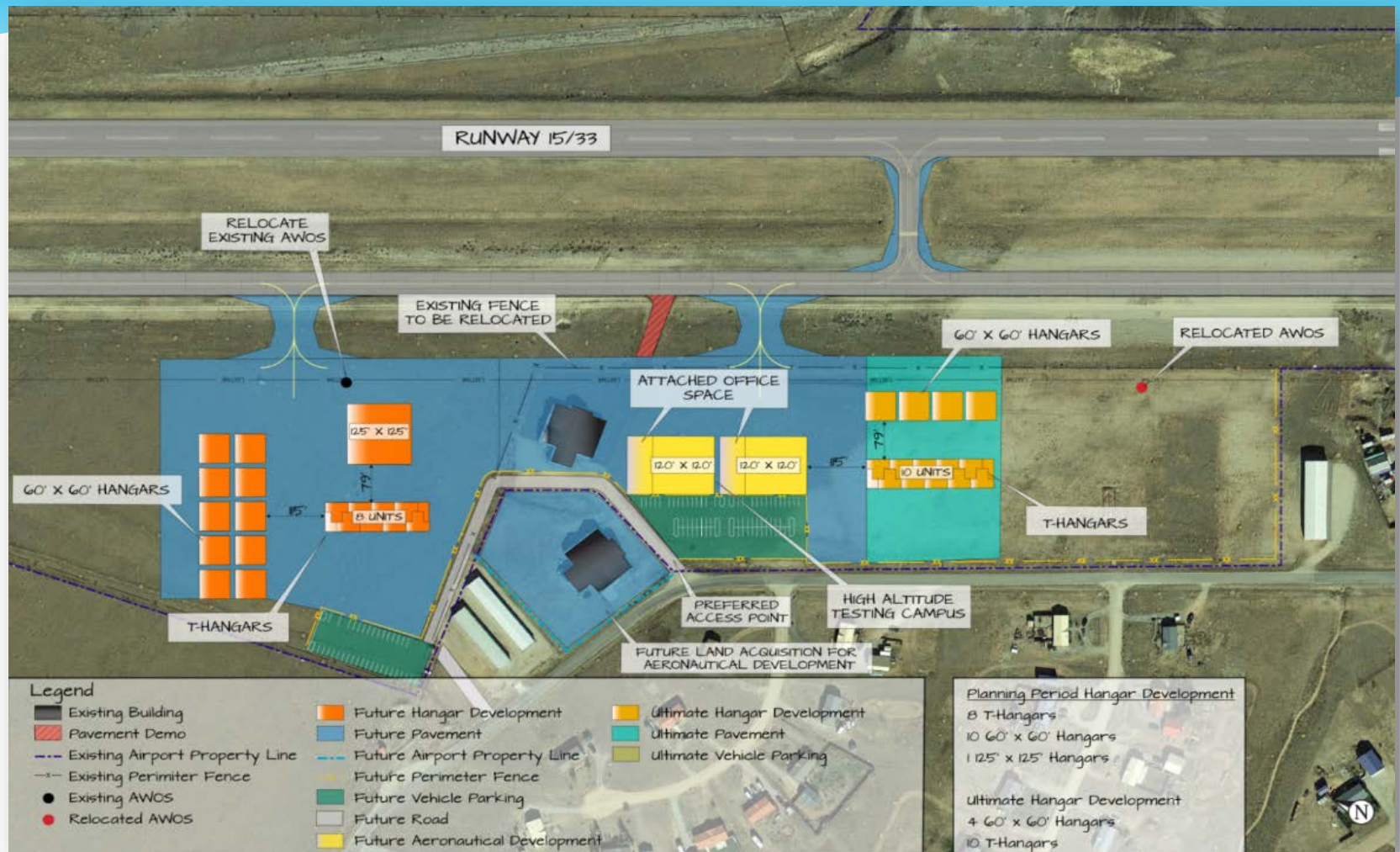


 **Preferred Alternative**

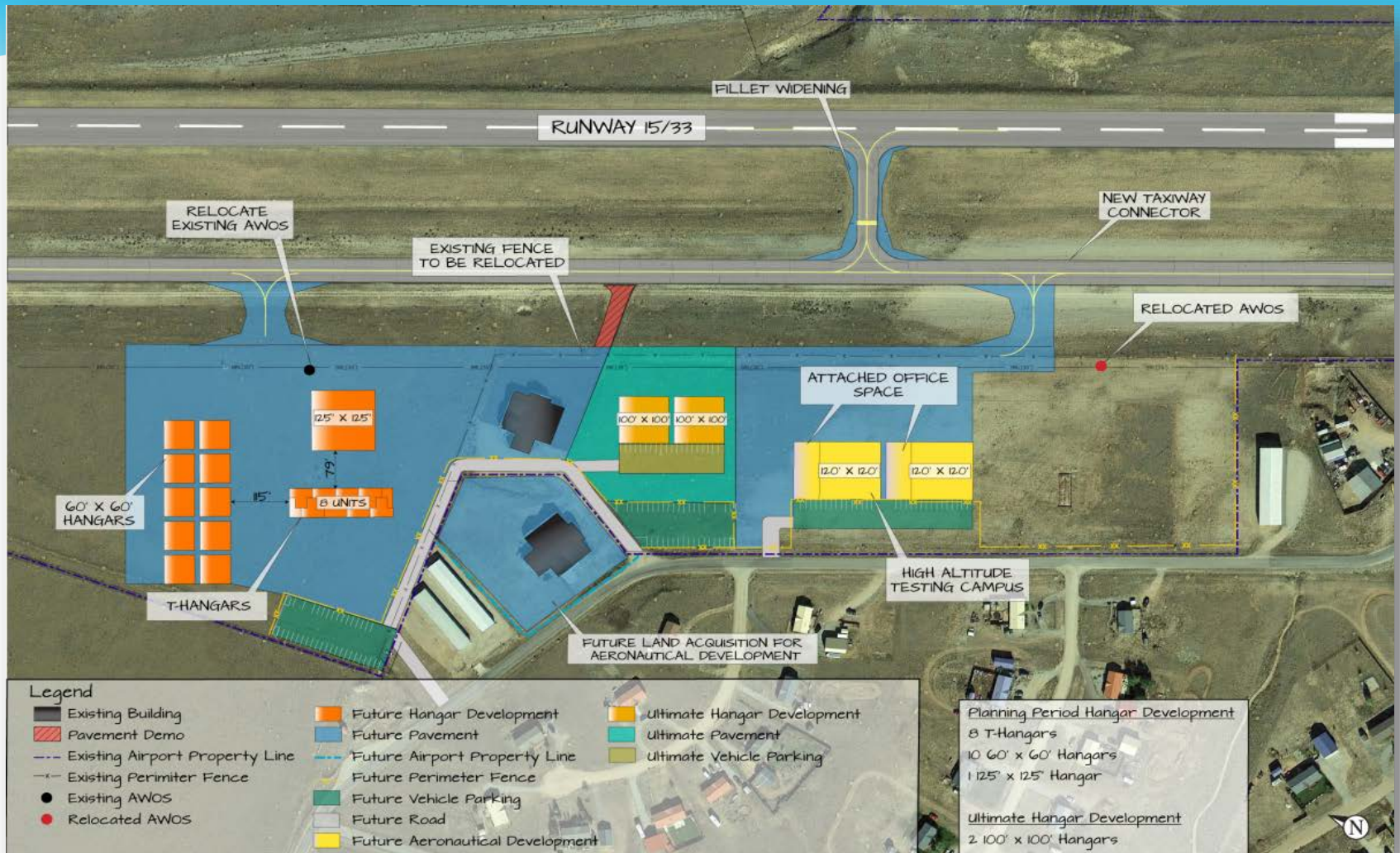


**QUESTIONS,
COMMENTS?**

South Development Area – Alternative 1



South Development – Alternative 2



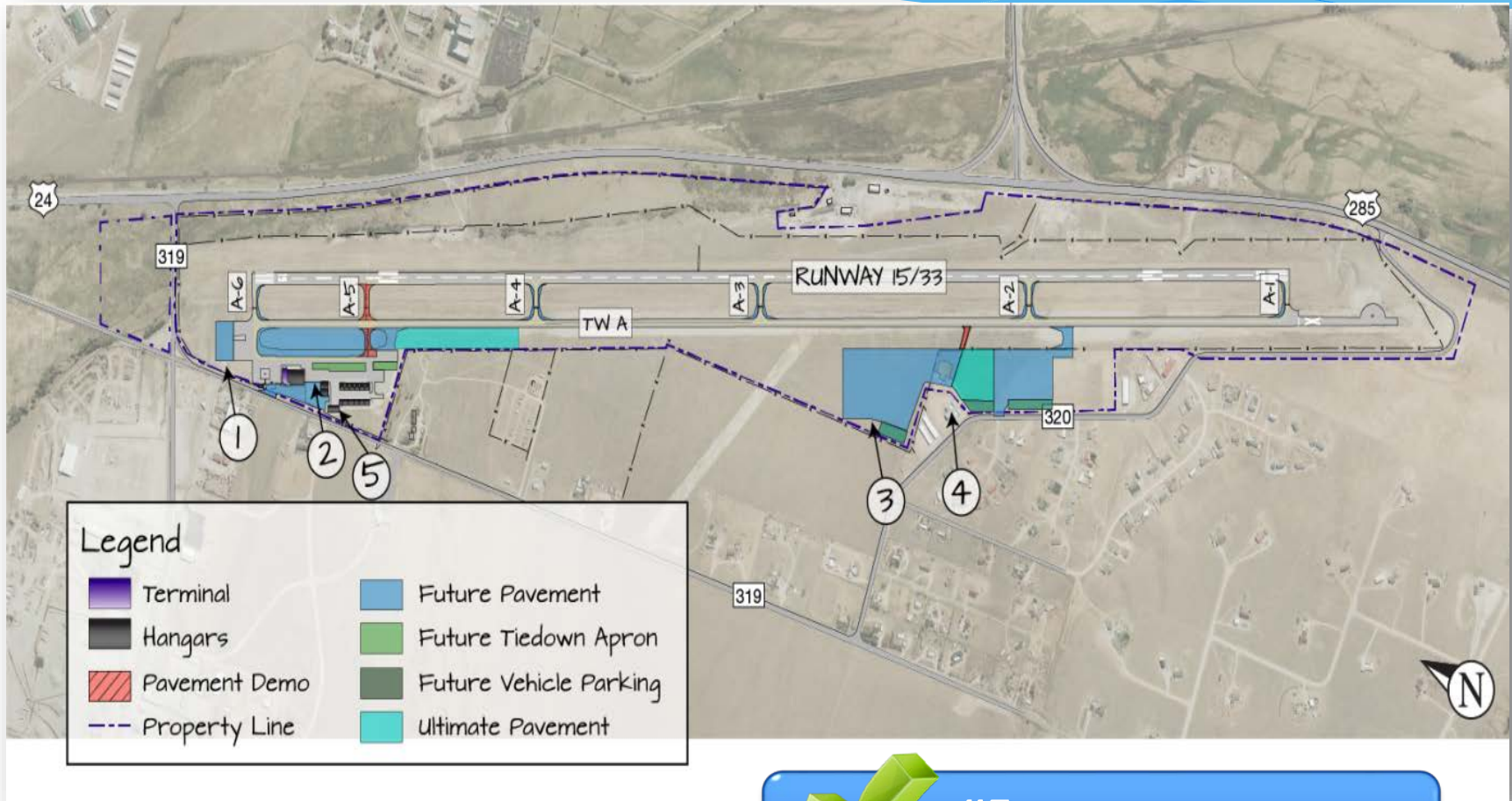


**QUESTIONS,
COMMENTS?**

SRE Evaluation Criteria Summary

CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4	ALTERNATIVE 5
Operational	Each alternative meets the space requirements for existing equipment and planned equipment within the planning period.				
Economic	\$1.5M	\$1.4M	\$2.0M	\$1.4M	\$250,000
Environmental	No significant environmental impacts anticipated. Appropriate level of environmental review is required. Will not alter on or off-airport land use.				
Feasibility	Associated costs for Alternatives 1 through 4 is high and subject to availability of FAA grant funding. Funding may not become available for several years and SRE building is an existing need.				Existing private hangar on AEJ property; owner willing to sell. Funding likely available to purchase in the next year.
Compatibility	Location requires expansion of apron for access to airfield. Places SRE at end of existing terminal area and doesn't take away from future hangar development.	Location not preferred as space is currently used as staging area for high altitude testing. Doesn't meet short-term needs but meets long-term development plan when high altitude testing moves to south GA area.	Location requires access to airfield as area is not currently developed. Doesn't meet short-term needs but meets long-term development plan when high altitude testing moves to south GA area.	Location provides existing access to airfield and is compatible with surrounding development.	

Snow Removal Equipment Building Options



#5 Preferred Alternative

Land Acquisition

→ Proposed:

- **Grindle Property** – proposed to be acquired within the 20 year planning period
- **Southard Property** – proposed to be acquired beyond the 20 year planning period

→ Acquired (2015):

- **Carpenter Property**





**QUESTIONS,
COMMENTS?**

Recommended Improvement Plan

2015 - 2020

Land Acquisition
SRE Building
General Aviation Apron Rehabilitation

Relocate Fence
Runway 15/33 & Taxiway A Rehabilitation



2020 - 2025

North Development Alternative 2
Taxiway Fillets & Remove Direct Access to
Runway
Upgrade SRE & Other Equipment

Airfield Lighting
Airport Access & Parking
South GA Development Alternative 2



2025 - 2035

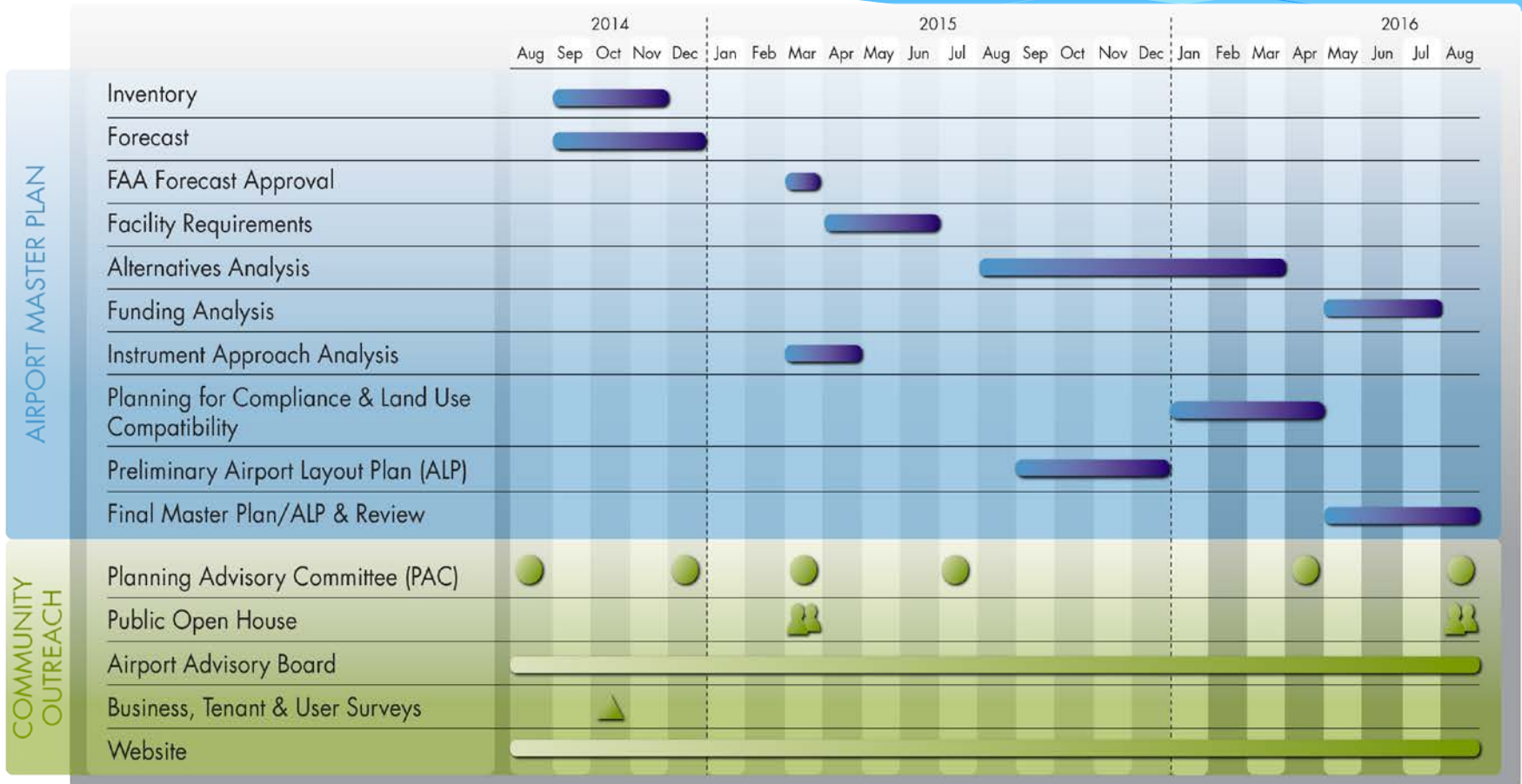
MALSF

Continued South GA Development Alternative 2



Next Steps

Master Plan Timeline



Next Steps

- Financial Implementation Plan
 - Including Capital Improvement Program (CIP)
- Public Open House
- Airport Layout Plan Set
 - Submit to Sponsor and FAA for review





**QUESTIONS,
COMMENTS?**

Thank you!

Jill Van Deel, Airport Manager
bvairportinfo@buenavistaco.gov
719.395.3496 or 719.966.9098

Colleen M. Cummins, Project Manager
Colleen.cummins@jviation.com
720.544.6508



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