



## Central Colorado Regional Airport

### Public Open House, March 9, 2015, Comment Responses

Comments received at the March 9, 2015 Public Open House and responses are reflected below.

1. **Please write out/explain technical terms and acronyms, i.e. jet blast pads.**  
Thank you for your suggestion. Future presentations and materials will explain technical terms and write-out acronyms. A jet blast pad or runway blast pad is a surface beyond the runway end/threshold provided to reduce the erosive effect of jet blast and propeller wash.
2. **Concern about non-aviation manufacturing being allowed in hangar at Airport. Also, feel that helicopter testing is not compatible.**  
The Airport follows Federal Aviation Administration guidelines for hangar use. FAA reviewed and found the user's business in compliance. Helicopter testing is also a valid aeronautical use which has a positive economic benefit and helps the airport be as self-sustaining as possible.
3. **Clarification needed on Runway, Taxiway, & Apron Pavement Recommendation presentation board to clarify that taxiways A5 and A6 won't be removed but realigned per FAA guidance/requirements.**  
Current FAA guidelines recommend that direct access from an apron to an active runway be eliminated. Consequently, alternatives will be evaluated to correct this configuration at Taxiways A5 and A6.
4. **Can a business plan be incorporated into some of the FAA funded work?**  
Business plans are not typically funded by the FAA in Master Plans. Consequently, a business plan is not part of the project. The Town may want to consider completing an airport specific business separately.
5. **It is not feasible to place a crosswind runway across County Road 319 as there are too many people.**  
Planning a crosswind runway will be considered to improve safety. Alternatives would consider existing land uses and any impacts would be reduced as much as possible.
6. **The parking lot needs to be improved to eliminate direct access to County Road 319 traffic.**  
Access to the airport will be considered to improve safety.
7. **Obtain agreement with County for increased traffic at CR 319 and Greg Drive intersection.**  
Thank you for your comment. Additional clarification is needed as we are unclear of intent.



8. Use of snow plows/blades owned by Airport leave pieces of metal on runway which can get sucked into aircraft engine. Plows should be meant for airport use.

The purchase of new snow removal equipment is a priority for the Airport and will be purchased as soon as funding is available.

9. A crosswind runway is needed and consideration should be given to remove the ditch between runway and taxiway as well as evening grade on east side of runway.

Daily crosswind patterns have been described to the consulting team and airport. The Master Plan will consider a crosswind runway during the alternative analysis which is the next step. As discussed at the open house, funding for the crosswind is the biggest limiting factor at this time.

Evening the grade between the taxiway and runway as well as the east side of the runway will be considered as well. Thank you for your suggestions!

10. Buying existing hangar (Mandes) is a waste of money. A hangar should be built that is usable and efficient.

The Mandes hangar is considered to be an integral part of airport operations and aircraft storage as it is regularly used for transient aircraft and during high altitude flight testing operations. Money was granted to the Town to correct a situation that was out of compliance. The money to purchase the hangar is only allowable for that purpose. Money for new hangars must be provided locally or by third-party investment. Purchase of the Mandes hangar will increase airport revenues. Development of additional hangars is being considered within the Master Plan.

11. Presentation was hard to understand for a novice, outreach should be geared toward the average person. The handout was good, should ensure all attendees receive.

Thank you for your comments. Future presentations and materials will explain technical terms and be better geared for public consumption.

12. I keep my aircraft at Salida but would move to AEJ if a crosswind runway were available.

Thank you for your comment. A crosswind runway will be considered in the Master Plan but development of one cannot be guaranteed.

13. Although there was a lot of information to digest, the consultant did a fine job with an explanation of the material on display. I will be looking forward as to how and when the Master Plan will be in place.

Thank you for your comment and interest in your Airport!

