

# Master Plan Open House



**GUC**

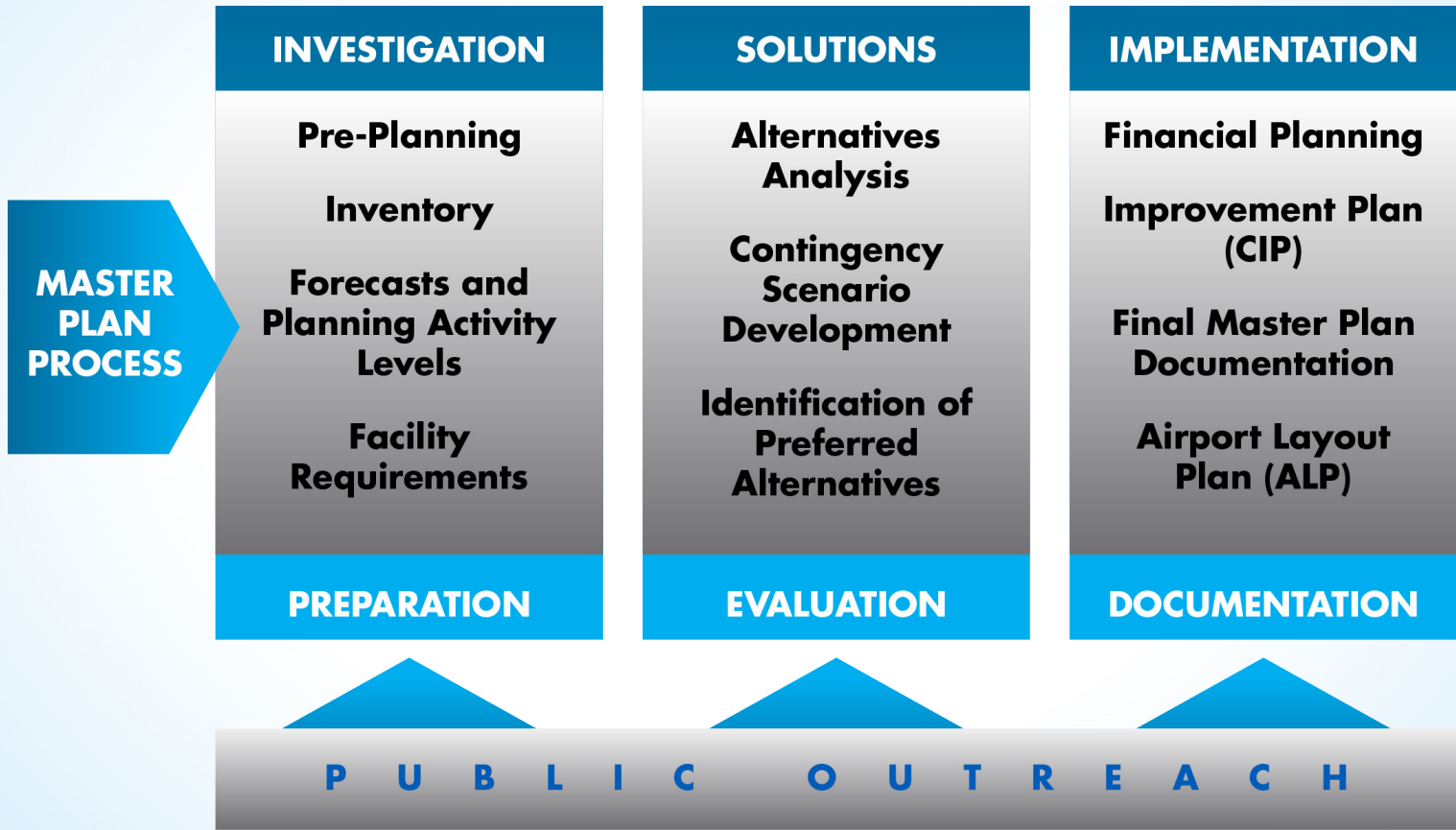
YOUR PLAN, YOUR AIRPORT

**YOUR FUTURE**

**July 22<sup>nd</sup>** Gunnison-Crested Butte Regional Airport

**July 23<sup>rd</sup>** Crested Butte City Hall

# Master Plan Process



# Outreach



GUIC

YOUR PLAN, YOUR AIRPORT

**YOUR FUTURE**

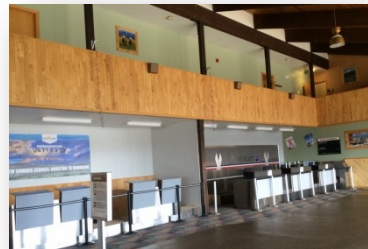
# Ongoing Outreach

- Focus Group Discussions
- Airport Master Plan Video Production
- Ongoing Website Updates
- Social Media & Display Ads
- PAC Meetings
- Community Open House



# GUC Tenant Web Surveys & Focus Group

- Tenants Said Business Grew in 2014
- Tenants Anticipate Growth in 2015
- Peak Period = December-March
- Peak GA Traffic = July 4<sup>th</sup> Holiday
- Tenants Identified Need For Additional
  - Terminal Space
  - GA Hangars
  - Vehicle Parking
  - Better Signage



# Investigation Phase



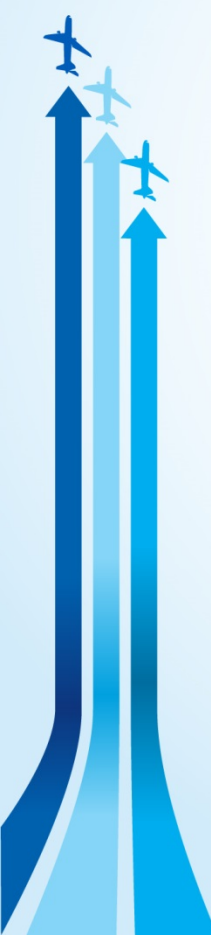
**GUC**

YOUR PLAN, YOUR AIRPORT

**YOUR FUTURE**

- Air Service Analysis
- Inventory
- Aviation Demand Forecast
- Facility Requirements

# Air Service Market Research

- 
- Airline industry has recovered since 9/11 and 2008 declines; primarily through consolidation and capacity discipline
    - Fuel prices continue to fluctuate wildly during past 15 years
    - Airlines are retiring smaller aircraft and replacing with larger aircraft
      - 50-seat regional jet -> 76-seat regional jet
      - Smaller mainline for larger mainline
    - US airline industry dominated by 4 airlines controlling 85% of seats

# Reasons For Passengers Leaking

- Many reasons passengers will choose another airport:
- Primary airport schedule & frequency
  - Competing airport schedules & service levels
  - Average fares





# Airline Opportunities

## → Current Hub Service

### • American Airlines (AA)

- Dallas/Ft Worth – continue to evolve service with US Airways merger
- Larger regional jets at DFW could impact future schedules
  - Spread schedule into shoulder or summer periods
  - Additional frequency to allow more connecting opportunities without significant capacity increases

### • United Airlines (UA)

- Denver – UA's plan to significantly reduce 50-seat RJs could force GUC-DEN to 70-seat aircraft during off-peak months
- Houston – Expand beyond current seasonal less than daily service
- Chicago - Expand beyond current seasonal less than daily service

# Airline Opportunities

## → New Hub Service

- **American Airlines**

- Merger has created significant strains on resources at AA
- Potential for seasonal service to PHX or LAX hubs

- **Delta Air Lines**

- Strength/size of Atlanta hub could support seasonal service

- **United Airlines**

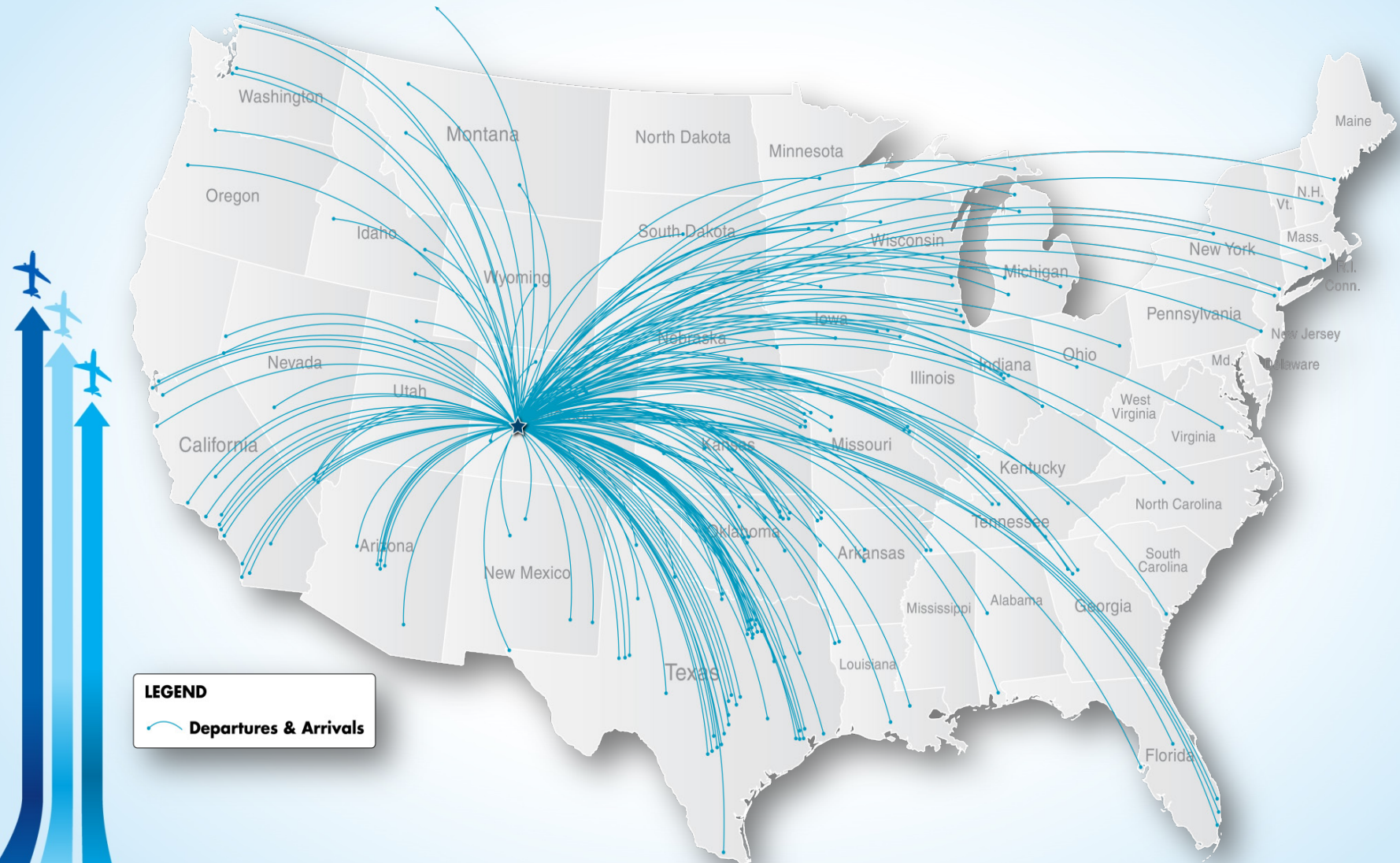
- SFO/LAX hubs only “close” hubs not served seasonally at GUC

- **Alaska**

- Will initiate 2015-2016 GUC-LAX winter only service with Q400 aircraft

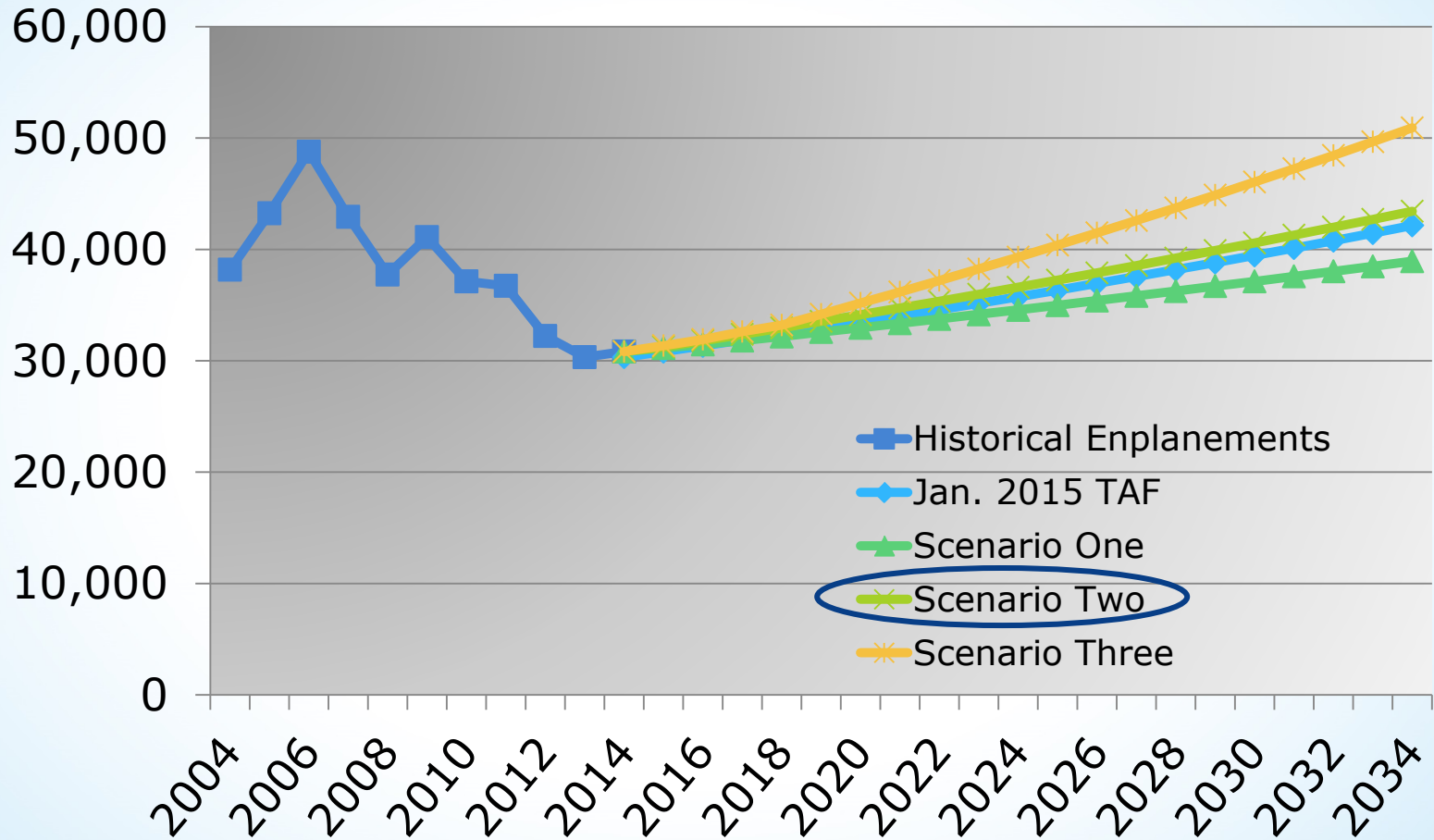


# GUC General Aviation Flight Activity

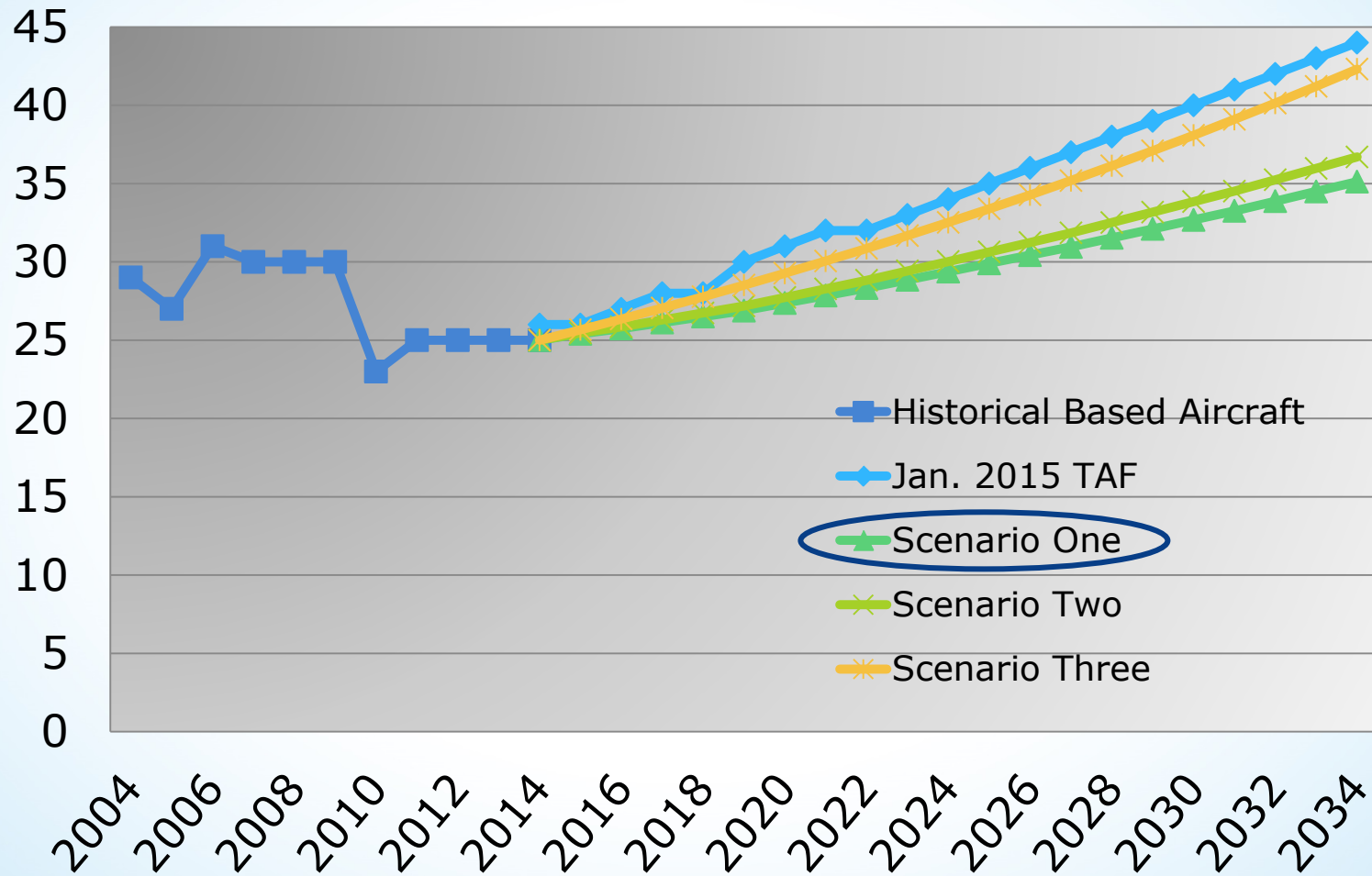


**LEGEND**  
Departures & Arrivals

# Passenger Enplanement Forecasts

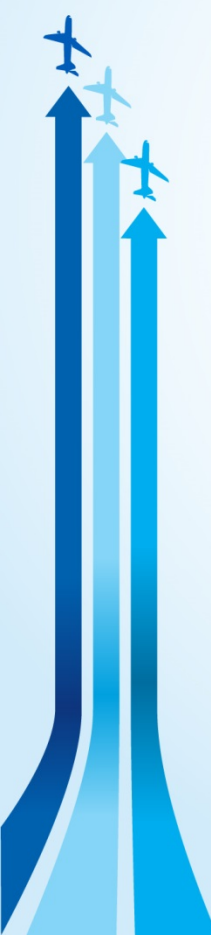


# Based Aircraft Forecast



# Forecast Summary

Operations	2014	2019	2024	2029	2034
<b>Commercial Service</b>	<b>1,292</b>	<b>1,300</b>	<b>1,352</b>	<b>1,508</b>	<b>1,612</b>
Regional Jet	1,032	1,040	1,092	1,248	1,352
Narrow Body	262	260	260	260	260
<b>General Aviation</b>	<b>5,235</b>	<b>5,620</b>	<b>6,140</b>	<b>6,710</b>	<b>7,340</b>
Single-Engine Piston	181	195	235	260	300
Multi-Engine Piston	367	390	400	410	415
Turboprop	1,850	1,990	2,180	2,410	2,650
Business Jet	2,137	2,290	2,500	2,735	2,990
Helicopter	700	755	825	895	985
<b>Military</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>
Fixed Wing	1,000	1,000	1,000	1,000	1,000
Helicopter	100	100	100	100	100
<b>TOTAL OPERATIONS</b>	<b>7,267</b>	<b>8,020</b>	<b>8,592</b>	<b>9,318</b>	<b>10,052</b>
Local Operations	1,373	1,404	1,461	1,537	1,608
Itinerant Operations	6,254	6,616	7,131	7,781	8,444
<b>Passenger Enplanements</b>	<b>30,831</b>	<b>33,540</b>	<b>36,600</b>	<b>39,900</b>	<b>43,430</b>
<b>Based Aircraft by Type</b>	<b>25</b>	<b>27</b>	<b>29</b>	<b>32</b>	<b>35</b>
Single-Engine Piston	20	21	22	23	25
Multi-Engine Piston	4	4	4	4	3
Helicopter	1	1	1	1	1
Turboprop	0	1	1	2	3
Business Jet	0	0	1	2	3



# GUC Airport Inventory

**GUC**

YOUR PLAN, YOUR AIRPORT

**YOUR FUTURE**



# Inventory Conclusions

**Runways & Taxiways Provide Adequate Capacity**

**Runway 6-24 Provides Adequate Length**

**Terminal Building Space & Traffic Flows Are Inefficient: Creates Congestion & Confusion**

**Non-compatible Land Uses South & Northeast**

**Runway Pavement Deteriorating – Needs Reconstruction**

**Voluntary night curfew – lights out**

**Passenger Enplanements Declined by 44% between 2000-2013**





# Terminal Building

**Space Constrained**

**Inefficient Layout**

**Lack of Concessions**

**Need FIDS & Signage**



# Vehicle Parking

**No curbside drop-off or pick-up**

**No covered parking**

**No cell phone lot**

**No covered areas for bus loading**

**No automated parking control system**

**No clear signage for short term, long term & rental car areas**



# Existing Adjacent Land Uses

- Single & Multi-Family Residential
- Commercial, Industrial & Storage Uses



# Solutions Phase



**GUAC**

YOUR PLAN, YOUR AIRPORT

**YOUR FUTURE**

Alternatives for Airfield,  
General Aviation, Terminal  
& Roadway

# Airfield Recommendations



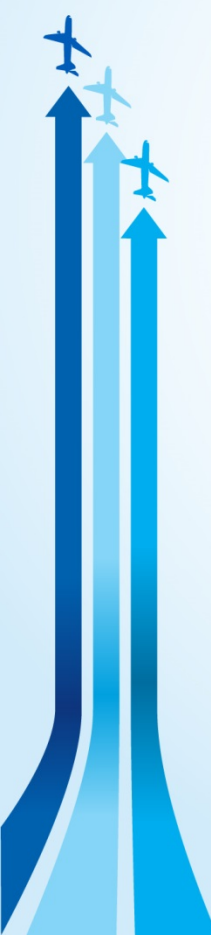
- Runway clearway should be designated on departure end of RWY 6 (off the end of RWY 24)
- Runway 17-35 should be closed and used for hangar facilities & aircraft parking apron
- Electronic navigation or communication aids are sufficient – no recommended changes
- Fuel storage is adequate – no recommended changes
- Airspace structure and air traffic control procedures are sufficient – no recommended changes

# General Aviation Facility Capacity vs. Demand

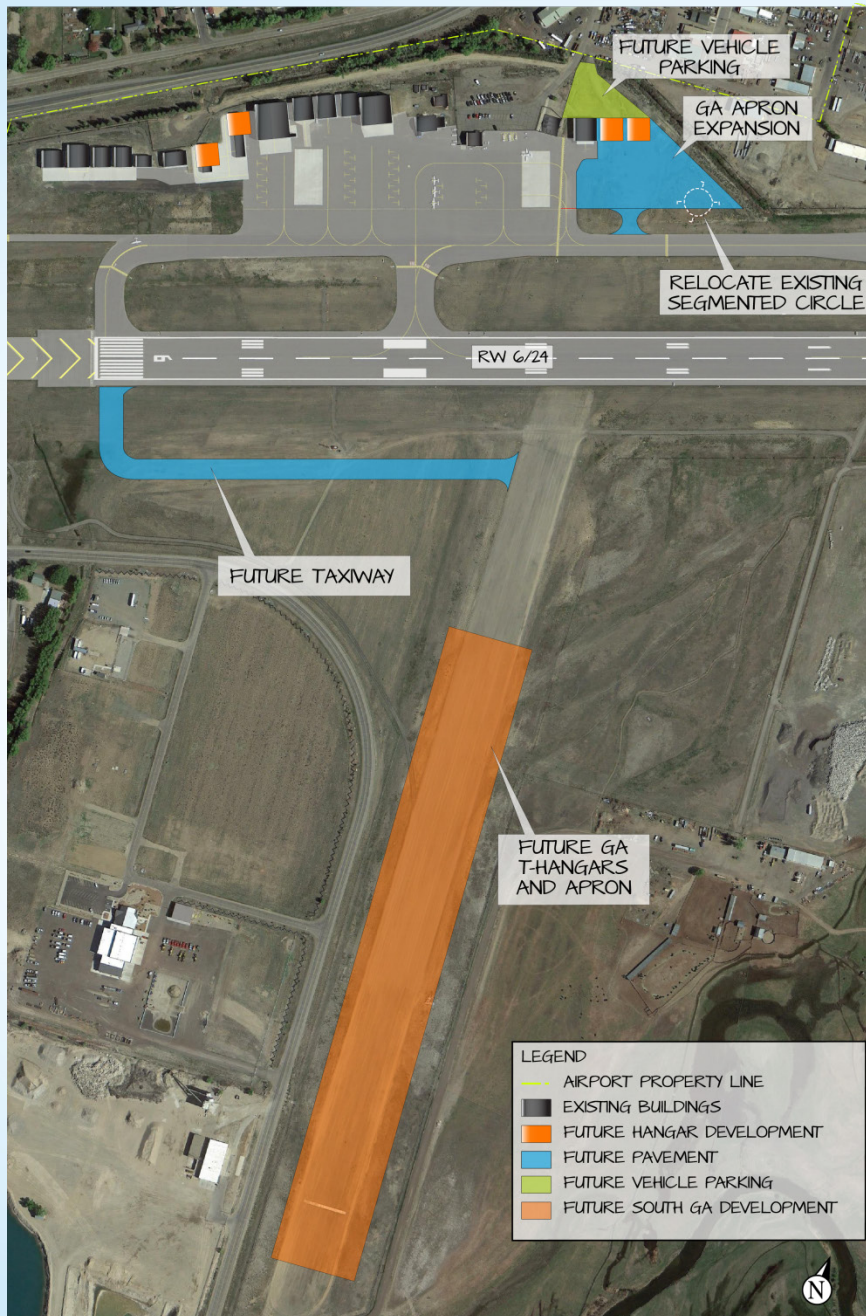
GA Facility	Existing Capacity	2014 Demand	2034 Demand
<b>Based Aircraft Tiedowns</b>	39	0	10
<b>Transient Aircraft Parking – Apron</b>	20	25 – 30	30-35
· <b>Peak (July-Aug)</b>	20	5 - 7	7-10
· <b>Off-peak</b>			
<b>Transient Aircraft Parking - Hangars</b>	15	15 – 20	20-25
· <b>Peak (Winter Holiday)</b>	15	3 - 5	5-7
· <b>Off-peak</b>			
<b>T-Hangar Units</b>	10	8	12
<b>Conventional Hangars – Based Aircraft</b>	20	17	25

**Notes:**

- **The number of based aircraft fluctuates throughout the calendar year by 5 – 10 airplanes**
- **All existing based aircraft in hangars – none are on tiedowns**
- **The number of transient aircraft on the ground at GUC over July 4<sup>th</sup> varies between 25 – 30 airplanes. Overflow parking accommodated on air carrier apron.**



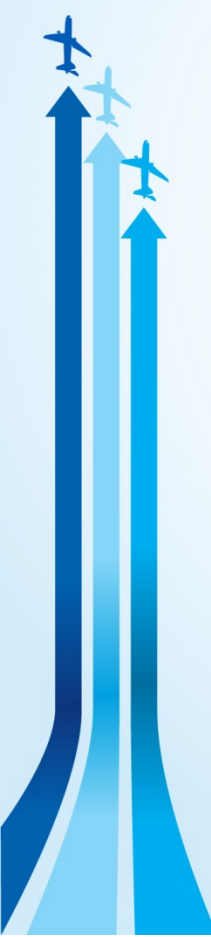
# General Aviation Development Alternatives



- **Alternative 1** – Status Quo
- **Alternative 2** – North Side Development
- **Alternative 3** – North & South Side Development



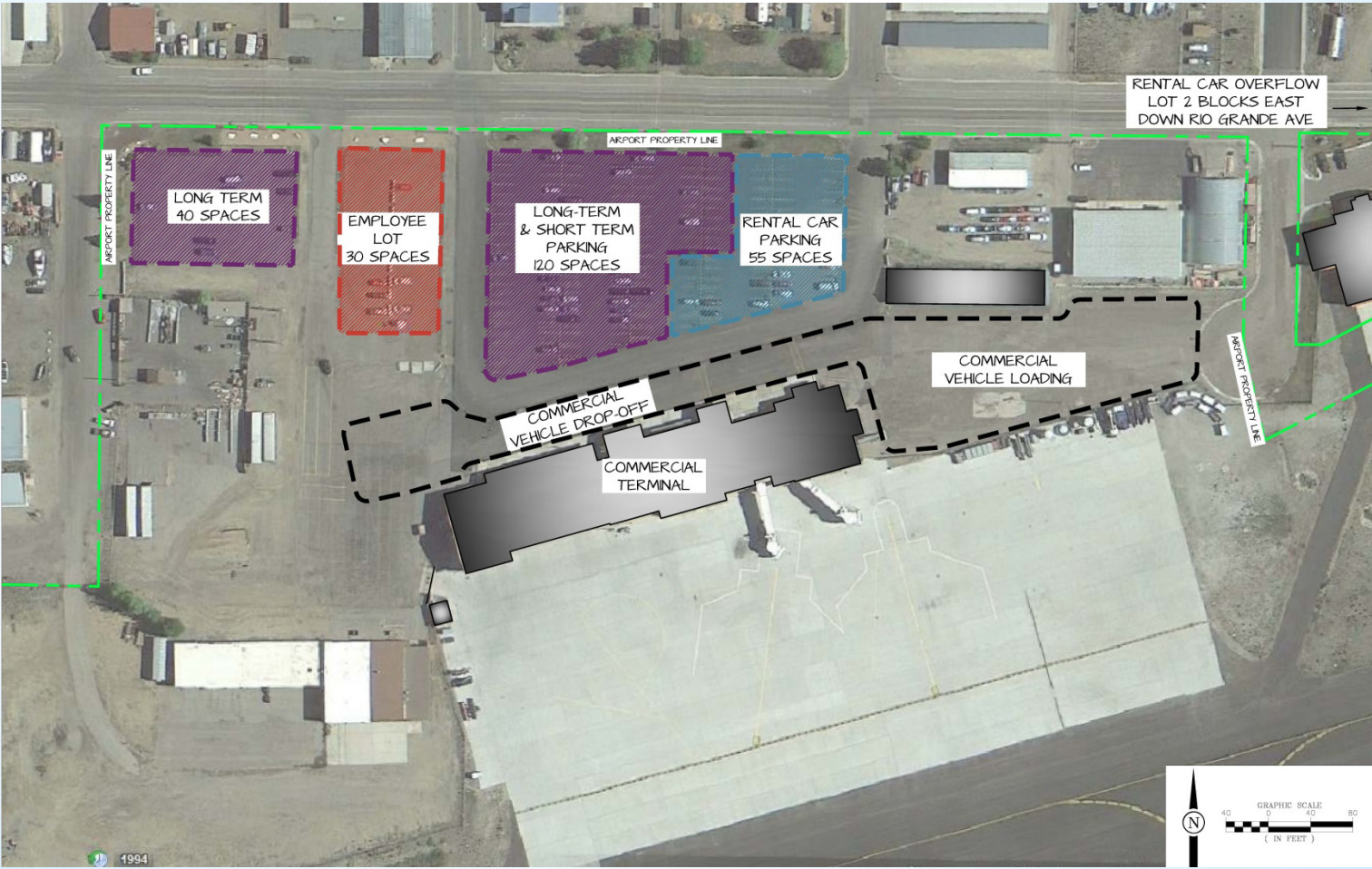
# Terminal Considerations

- 
- **Building Considerations Evaluated:** Building Code Compliance, Life Safety, ADA Access, Building Core, Building Shell
  - **Functional Areas Evaluated:** Ticket Lobby, Airline Offices & Ops Area, Baggage Make-Up, Ground Service Equipment, Holdroom, Baggage Claim, Airport Storage & Support, TSA Checkpoint/Baggage Screening & Offices, Concessions, Rental Cars, Ground Transportation, Restrooms, General Circulation, HVAC, Electrical & Plumbing
  - **Site Considerations Evaluated:** Airside Location, Utilities, Parking & Roadways, Land Acquisition



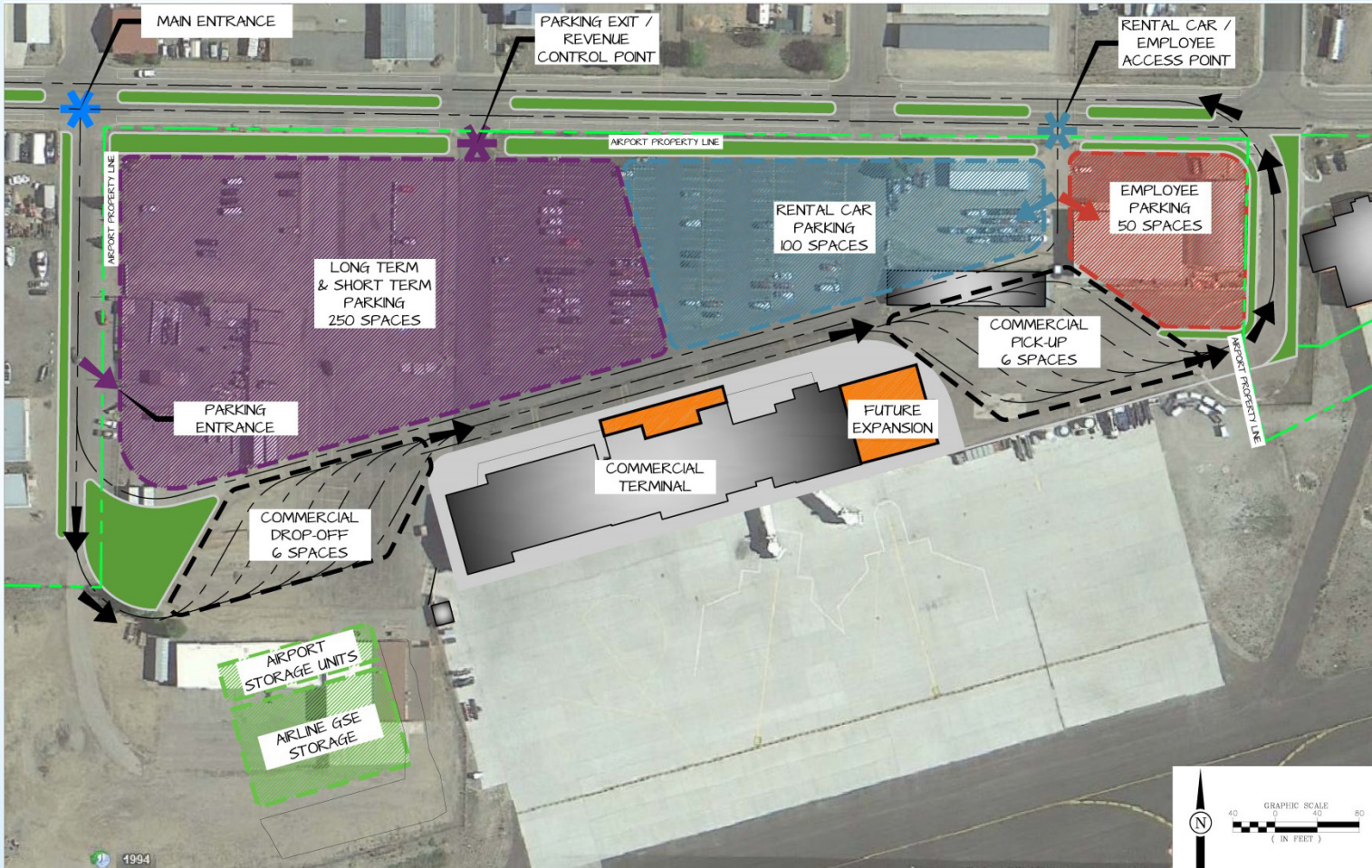
# Alternative 1: Status Quo – Existing Terminal and Parking Lots

## Cost Estimate \$2-3.5M



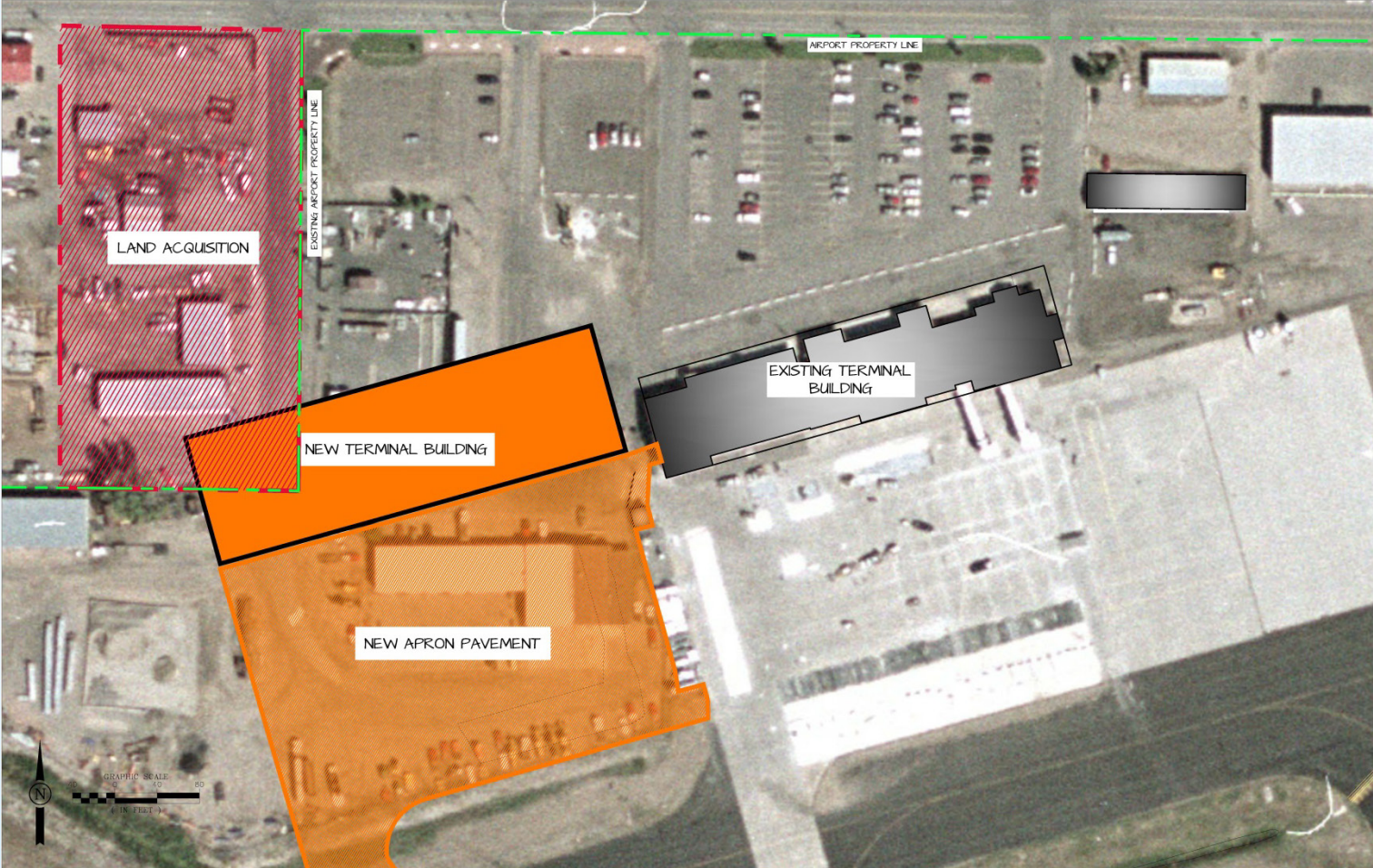
# Alternative 2: Renovate Existing Terminal, Parking & Loop Road

## Cost Estimate \$8-13M



# Alternative 3: New Terminal, Apron & Land Acquisition

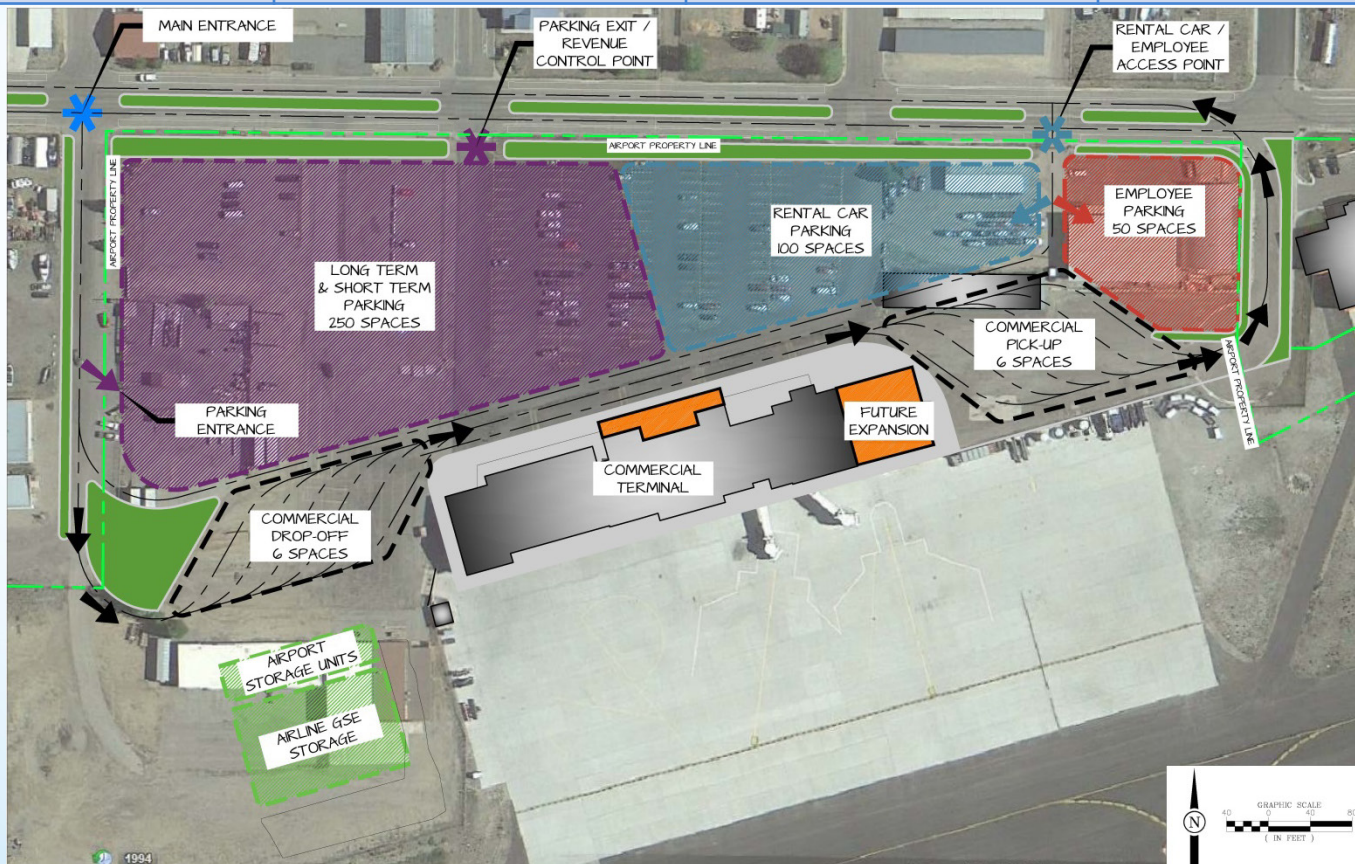
## Cost Estimate \$22-28M



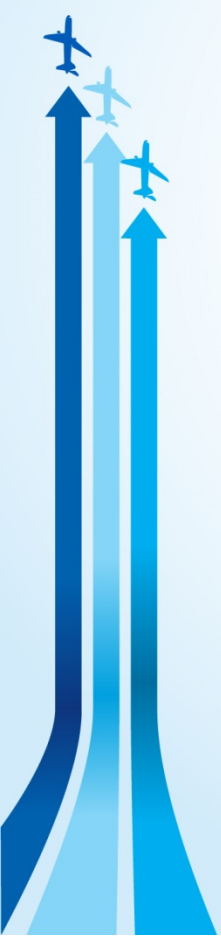
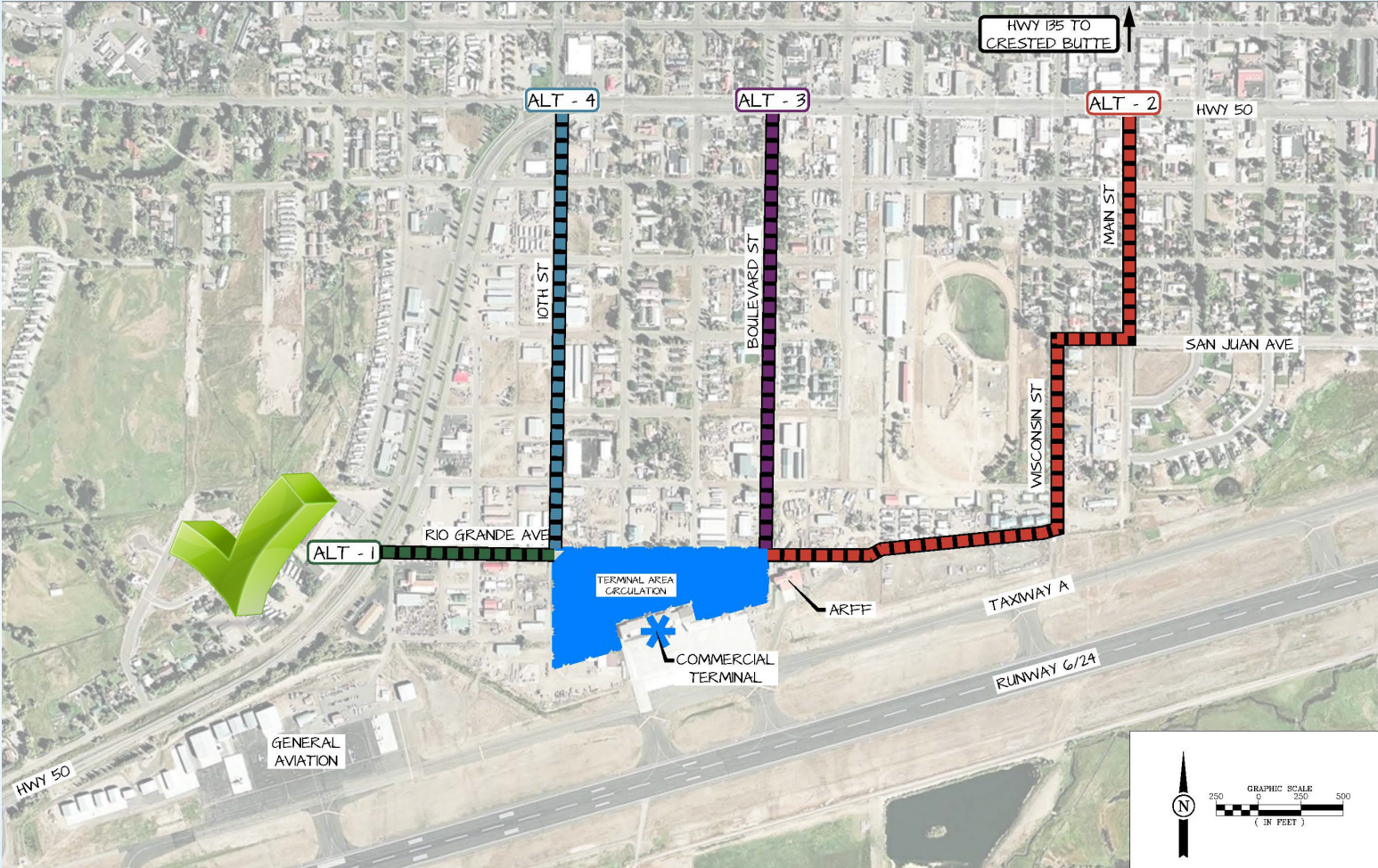
# Terminal Recommendation



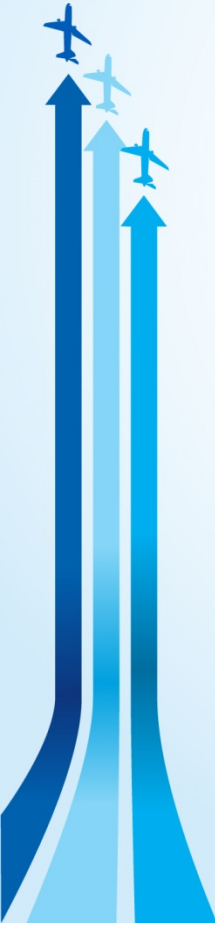
Terminal Alternatives	Alternative 1: Status Quo	Alternative 2: Renovate	Alternative 3: New
Cost	\$2M to \$3.5M	\$8M to \$13M	\$22M to \$28M



# Access Route: Alternative 1 Recommended



# City of Gunnison - Draft Trails System in the Vicinity of the Airport



# Next Steps

**GUIC**

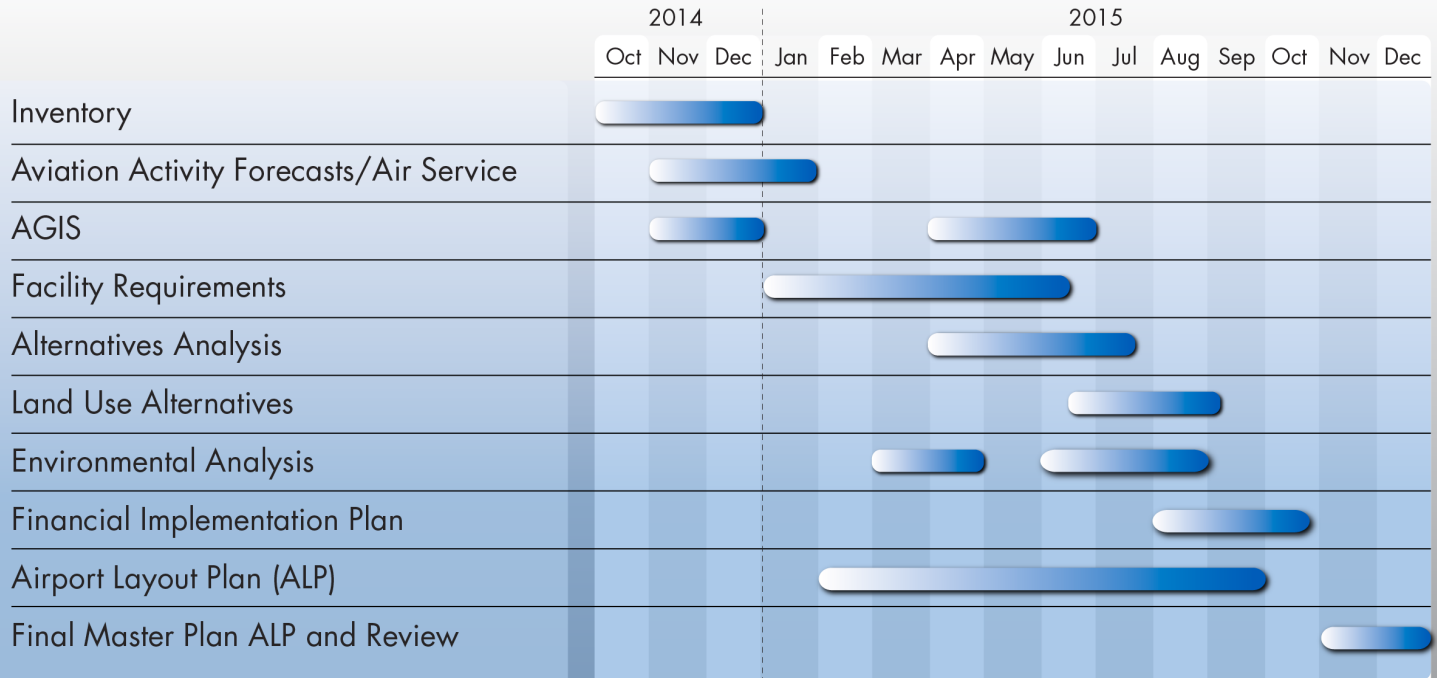
YOUR PLAN, YOUR AIRPORT

**YOUR FUTURE**

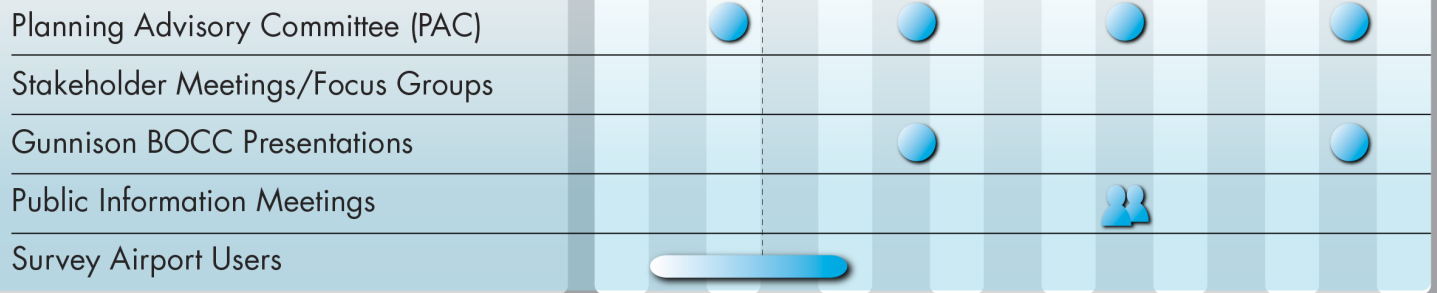


# Master Plan Schedule

## AIRPORT MASTER PLAN STUDY ELEMENTS



## COMMUNITY OUTREACH





# Next Steps

- Ongoing Outreach
- Identification of Preferred Alternative
- Development of Financial Analysis & Capital Improvement Plan (CIP)



***Thank You!***



**Rick Lamport, GUC Airport Manager**  
**[rlamport@gunnisoncounty.com](mailto:rlamport@gunnisoncounty.com)**  
**970.641.2304**

**Steve Berardo, Jviation**  
**[steve.berardo@jviation.com](mailto:steve.berardo@jviation.com)**  
**303.544.6504**