

**YAMPA VALLEY AIRPORT COMMISSION  
MEETING AGENDA  
February 13, 2020**

**Meeting at the Yampa Valley Regional Airport, Hayden, Colorado  
Atlantic Aviation FBO tour for all interested parties starts at 5:00 PM  
Light meal starts at 5:30 PM (normal location – YVRA terminal conference room)  
YVAC meeting starts at 6:00 PM (normal location – YVRA terminal conference room)**

Meeting Ground Rules:

- ✓ Start on time, end early
- ✓ Participate fully
- ✓ Listen to understand
- ✓ Honesty required
- ✓ Be respectful of each other
- ✓ Honor diversity of opinions
- ✓ Use humor
- ✓ One person speaks at a time

Meeting Objectives:

- ✓ Airport & Capital Project Update
- ✓ Air Service Update
- ✓ Committee Reports
- ✓ Identify April 2020 Agenda Items

Total Time: 1 Hour, 20 Minutes

Agenda Items:

	<u>Time Allotted</u>
I. Organizational Matters:	3 Min
1. Roll Call	
2. Approval of the December 12, 2019 Regular Meeting Minutes	
3. Sunshine Law Resolution	
II. Non-Agenda Public Comments	5 Min
III. Comments from Board Members	5 Min
IV. New Business:	
1. Authority and Responsibilities of the Airport Commission (see Second Amended Intergovernmental Agreement, Page 6, 7)	10 Min
2. Attendance (see Amended By-Laws, Page 4)	5 Min
3. Airport/Capital/Infrastructure, and CDOT EIS Update - Kevin Booth	15 Min
4. Airport/Capital/Infrastructure, and CDOT EIS Update - Stacie Fain	15 Min
5. Air Service Update - Janet Fischer/Kevin Booth	5 Min
6. Atlantic Aviation Update - Pat Burke	5 Min

**NOTE: All programs, services and activities of Routt County are operated in compliance with the Americans with Disabilities Act. If you need a special accommodation as a result of a disability, please call the Commissioners' Office at (970) 879-0108 to assure that we can meet your needs. Please notify us of your request at least seven business days prior to the scheduled event. Routt County uses the Relay Colorado service. Dial 711 or TDD (970) 870-5444.**

- VI. Reports from YVAC Committees:
  - 1. Community Outreach and Education: Robin Crossan/Sonya Macys, David Franzel, Stacie Fain, Kevin Booth and Hayden Town Council rep 3 Min
  - 2. Marketing and Planning: Rob Perlman/Janet Fisher, Kevin Booth and Randy Rudasics (SSCRA representative) 3 Min
  - 3. Infrastructure & Finance: Doug Monger & Larry Mashaw 3 Min
  
- VII. Manager's Reports - provided via email. No verbal presentation will be made, except to answer questions pertaining to those reports.
  - 1. Yampa Valley Regional Airport – Kevin Booth
  - 2. Steamboat Springs Bob Adams Airport – Stacie Fain
  
- VIII. Discuss agenda items (annual budgets) for the 9 Apr 20 meeting at SBS 3 Min
  
- IX. Adjourn meeting

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# YAMPA VALLEY AIRPORT COMMISSION

December 12, 2019

Meeting

## MINUTES

The regular meeting of the Yampa Valley Airport Commission (YVAC) was called to order at 6:00 p.m. on Thursday, December 12, 2019 at Bob Adams Field.

### YVAC members present:

Janet Fischer – Steamboat Ski & Resort Corp  
Doug Monger – Routt County Commissioner  
Larry Mashaw – Resident of Routt County  
Randy Rudasics – Steamboat Chamber  
Zach Wuestewald – Representing the Town of Hayden  
David Franzel – Resident of Routt County

### YVAC members absent:

Chris Nichols – Moffatt County/City of Craig  
Robin Crossan – Steamboat Springs City Council member (via phone)  
Les Liman – Aviation Community

### Others present:

Kevin Booth – YVRA  
Stacie Fain – KSBS  
Jia Caro – Go Alpine  
Bob Zibell  
Gerry Deonofsky

## **I. ORGANIZATIONAL MATTERS**

### **1. Approval of Minutes – October 10, 2019**

David noted that the motion to accept the YVRA and KSBS budgets was missing from the meeting minutes, and should be included.

### **MOTION**

Larry moved to approve the minutes of the above cited regular YVAC meeting as amended. Randy seconded the motion. **The motion carried unanimously.**

## **II. PUBLIC COMMENT**

There was no public comment.

## **III. COMMENTS FROM BOARD MEMBERS**

David cited the IGA that establishes the YVAC, noting that it states that the YVAC is responsible for the budgets for both airports, with the assistance of the airport managers. He stated that the YVAC does not review the budgets until after they have been submitted. He suggested that the timing of the review should be changed, or the IGA should be amended to reflect current practice. Doug suggested that the YVAC should

review draft or conceptual budgets before they are finalized. David said that a discussion of this issue would be included on the agenda for the February YVAC meeting.

Janet reported that the airline partners summit would be held January 27 – 29, 2020. The seminar will be on the morning of January 28<sup>th</sup>. She said she would be sending out an invitation to the event. Janet noted that this year's summit would also include a panel discussion regarding sustainability.

#### **IV. NEW BUSINESS**

##### **1. SBS Airpark Information**

Stacie introduced Bob Zibell, who owns property adjacent to KSBS that he would like to develop as an airpark. She noted that the airpark is mentioned in the Master Plan but is not included on the ALP. If the project moves forward, the developer would be responsible for paying to have the ALP revised.

Mr. Zibell described the airpark concept and stated that Steamboat provides a unique opportunity to create an airpark within very close proximity to a world class ski resort. He reviewed a site plan of the property and a potential layout for the airpark. He offered that the fill from the overland grading could contribute to the runway extension project. Mr. Zibell described the airpark located in Alpine, Wyoming, about 30 miles from Jackson. He presented photos of the development, and said he would like to do something similar here. In response to a question from David regarding hangar space, Mr. Zibell said that there was a possibility that in addition to the hangar/residences, small hangars could be built for lease or purchase.

Mr. Zibell stated that he also owns the Overlook property. He said this property would most likely be developed first, while design work is being done on the airpark. One access to the airpark would be through Overlook, and the other through the Brown property. Mr. Zibell said that for security reasons he anticipates that the airpark would be a gated community. He suggested that the airpark could be very beneficial to KSBS, as the residents would be supportive of the airport and would accept the noise and other impacts associated with being in close proximity to an airport.

Mr. Zibell stated that the airpark HOA would be responsible for all maintenance within the park. KSBS would be responsible for keeping the gate open. Stacie noted that the airpark would also have a board of directors separate from the HOA.

Doug suggested that before the airpark proposal goes to the City development committee, YVAC should consider what it would like from the development and ensure that the project is beneficial to KSBS. He offered that YVAC could be an advocate for and partner in the project. Stacie noted that airparks generally build out very gradually, which would reassure those concerned with sudden growth. Mr. Zibell said that the project might include some spec homes.

##### **2. Airport, Capital and Infrastructure Update - YVRA**

Kevin reported that the newly redesigned "Fly Steamboat" website was up and running. He said that the new FBO was open and had been operational for about a month. A tour of the new facility will be held prior to the February YVAC meeting. Kevin reported that

YVRA had partnered with Atlantic on a fiber optic project to link the two facilities and improve security throughout YVRA.

Kevin reported that the new ground handler, United Ground Express (UGE), would be replacing SkyWest on December 18<sup>th</sup> (4 days after flight service begins). He reported that UGE had hired 96 of the 125 employees, which would help with the transition. He added that Delta had switched to G2, joining JetBlue and American. He discussed the differences between the two ground handling operations. Kevin said that UGE had entered into a 3-year contract, with a provision to terminate by either party.

Kevin reported that CareFlight of the Rockies is the new tenant in the former FBO site. He said that the air ambulance service would have a pilot ready to fly daily from 10 a.m. to 10 p.m., and will have a mechanic on site as well. He said that he is hoping the mechanic will take on additional work for the airlines.

Kevin said that YVRA had taken delivery on an additional loader for snow removal. The loader should be operational next week.

Kevin announced that the full \$1.5 million in grant funds for the terminal expansion had been awarded in late November. This will cover all four schedules. The project will break ground in the spring with completion by November 15<sup>th</sup> at the absolute latest.

Kevin reported that the contractor chosen to replace the PA system had defaulted prior to starting the project. A new RFP will be issued in January, and the project will be completed in 2020.

Kevin said that both YVRA fuel farms had been updated, and that the work on the rental car fuel farm had been done with Customer Facilities Charges (CFC) funding. YVRA will be paid for maintenance and inspections of the rental car facility with CFC funds, as well. CFC funding will also support the construction of a rental car wash facility, for which an RFP will be issued soon.

### **3. Airport, Capital and Infrastructure Update – KSBS**

Stacie reported that many comments had been received on the draft Master Plan. She said that Chapters 1 – 3 as well as the preferred alternative have been posted on the website and that she has received a draft of Chapter 4 and the ALP. She said that she expects the update process to wrap up in March. She said that City Council would be briefed on the project on February 11<sup>th</sup>. This will be the last report provided by the consultant. Stacie noted that only Chapters 2 and 6 require FAA approval, and that City Council would adopt the Master Plan.

Stacie said that with additional funding related to the Master Plan, she would be seeking a category exclusion (an abbreviated environmental assessment) in order to put out an RFP for hangar development on the site of the existing dirt parking area. In conjunction with the hangar development, the fuel parking area, which is located on pavement without secondary containment and is too close to the FBO, would be moved. This is the last outstanding compliance issue at the airport. Stacie stated that the category exclusion would also cover the area at the north end of the runway that will be developed for helicopter parking. She said that the deadline for the category exclusion is January 15<sup>th</sup> for development in the spring.

Stacie reviewed the lease agreement with Honey Stinger, the future tenant of the Airport Office Building. She said that the lease is for the same amount being paid by SmartWool and is for 5 years, with the option for 5 additional 1-year extensions. She said that she would prefer that the building be put back on the market for an aeronautical tenant after 5 years. Stacie noted that the Honey Stinger lease includes a caveat regarding the inconveniences associated with the airport location. She noted that Honey Stinger seems to be more aeronautically friendly than SmartWool. She said that the timeline of SmartWool's departure has not been finalized.

Stacie reviewed the planned upgrade to the technology and wifi service at KSBS that should be completed in the next few months. She added that the budget includes funds to do a 20% deal on a snowblower at the auction this summer, and that grant funding was awarded from CDOT to repaint the runway in the spring.

Stacie noted that although flight operations were up, jet fuel sales were down.

#### **4. Air Service Update**

Janet reviewed that 14 markets will be served by 5 major carriers this winter. She reviewed the changes from last year, and said that with an increase in Denver flights, she expects the total available seats to be up slightly. She noted that the number of seats available on the UA Denver service (which is not contracted) has increased 24%. Janet reviewed the air sale campaign, which is currently being heavily marketed.

Kevin noted that Via, a boutique airline that had served Steamboat for one season, had gone bankrupt. The airline owed YVRA some money, which has been written off. He noted that with the terminal expansion, YVRA will be able to show potential new carriers the spaces that will be available.

Stacie stated that she continues to field calls from people looking for YVRA.

#### **5. Atlantic Aviation**

Kevin reported that everything was going well, and that they are currently working through the punch list.

#### **6. Go Alpine**

Jia reported that staffing was good in preparation for the winter season. She added that they are moving toward smaller vehicles in the fleet to reduce the need for CDLs. Kevin said that Go Alpine will be stationing a back-up shuttle at the airport, which would be very helpful in the event of late cancellations.

#### **7. Other Discussion**

David reported that Les Liman had expressed interest in the open Vice Chair position.

#### **MOTION**

David moved to nominate Les Liman to fill the position of Vice Chair of YVAC. Doug seconded the position. **The motion carried unanimously.**

### **V. REPORTS FROM YVAC COMMITTEES**

David reviewed the make-up and responsibilities of the committees. Larry said that he would join both the Infrastructure and Finance Committee, as well as the Marketing Committee.

**1. Community Outreach and Education**

David said that when a new plan for air service funding is finalized, the Committee will help to publicize and support it. There was a discussion of the proposed Tourism Improvement District (TID).

**2. Marketing and Planning**

No report.

**3. Infrastructure and Finance**

No report.

**VI. MANAGERS' REPORTS – provided via email**

**1. Yampa Valley Regional Airport**

No questions.

**2. Steamboat Springs Airport**

No questions.

**VII. SET DATE FOR NEXT MEETING**

The next meeting will be held on Thursday, February 13, 2020 at YVRA.

Note: a tour of the new FBO facility will be available to interested YVAC participants starting at 5:00 p.m. on Thursday, February 13<sup>th</sup>.

**VIII. PRELIMINARY AGENDA ITEMS FOR THE OCTOBER YVAC MEETING**

- Discussion of Budget Reviews and IGA

**IX. ADJOURN MEETING**

The YVAC meeting was adjourned at approximately 8:00 p.m.

Minutes Approved: \_\_\_\_\_, 2020

By: \_\_\_\_\_  
David Franzel, Chairman  
Yampa Valley Airport Commission



## YAMPA VALLEY REGIONAL AIRPORT UPDATE

13 February 2020



**AIP-45 CAT 966M Loader**



**AIP-46 Pavement Maintenance**



**AIP-47 & -48  
Façade Renovation  
& Vestibule Additions**

### **ENGINEERING & CONSTRUCTION:**

#### **2018 AIP-44 Update and Projections:**

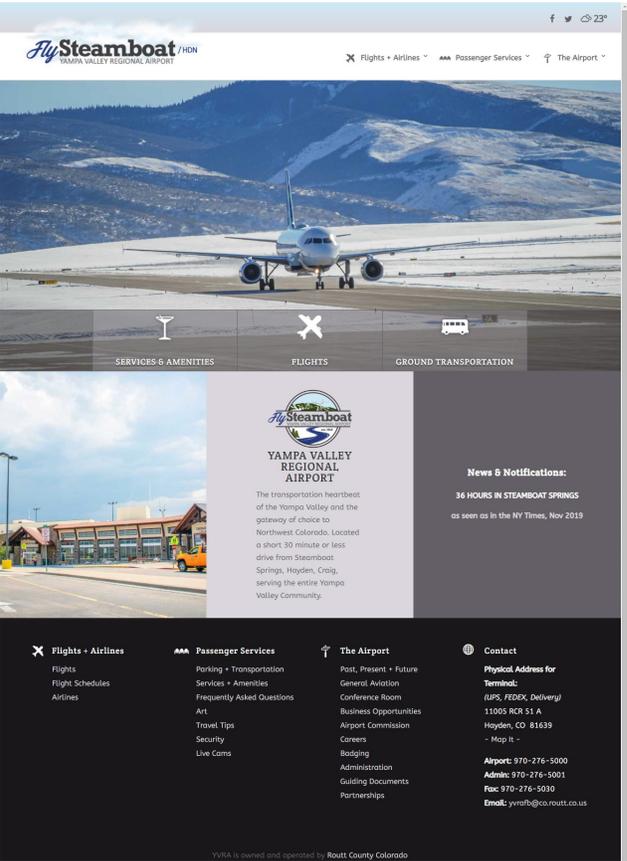
- Project complete; warranty actions required Spring 2020.

#### **2019 AIP-45/-46/-47/-48 Update and Projections:**

- AIP-45 Snow Removal Equipment purchase, CAT 966 with Gjerstad blade delivered and put in service 23 Dec 19.
  - AIP-46 Airside asphalt seal coat and pavement marking complete; final payment to contractor made and RFR pending FAA approval.
  - AIP-47 & -48 Terminal Expansion was rebid as four (4) separate schedules on 5 Sep 19:
    - Schedule I - adds one (1) 115-seat passenger hold room
    - Schedule II - R&R windows/doors/south façade of terminal
    - Schedule III - expands ticketing area by six (6) work stations
    - Schedule IV - adds vestibules to all hold room doors
    - Funded in 2019 by \$1.97M in FAA entitlement funds & \$1.5M FAA discretionary funding (AIP-48) announced 22 Nov plus CDOT 5% (\$1.74K); YVRA pays remainder (\$3.57K) FCI Constructors was awarded the \$3.3M project 27 Nov:
      - Total cost w/engineering/project administration is \$4M
      - Construction dates scheduled 1 May-15 Nov
  - 9 Dec planning conference held with FAA, CDOT and M&H:
    - AIP-48's \$1.5M discretionary grant freed funds in 2021; reduced YVRA entitlement payback to YVRA reserves
    - Approved to move forward with acceleration of \$700K rotary broom SRE purchase from 2030 to 2021
    - Approved to move forward with \$100K reimbursable agreement to correct MALSf lighting issue on Rwy 10
    - Approved to move forward with \$6.6M de-ice pad addition, apron rehab, and glycol facility upgrade in '21/'22
    - Approved to move forward with \$10.7M taxiway, blast pad and A4 connector relocation in '23/'24
- See attachments at pages 6-7 for more AIP-47 & -48 details



## Working with Searidge Technologies on Situational Awareness Display



## New YVRA Website Homepage



## Air Methods New Medevac Aircraft Pilatus PC-12 for Careflight of the Rockies

## 2020 Non-AIP Project Updates:

- Remove & replace roof membrane over bag belt #1; \$50k budgeted; now in 2020 due to high bid price by sole bidder; bids out Feb 2020 for summer construction.
- Purchase/install new terminal public address (PA) system; now in 2020 due to sole bidder contract default; budgeted \$130K. Spare parts located and support agreement in-place.
- Install new Ops Center situational awareness displays for aircraft and equipment locations using FAA's System Wide Information Management (SWIM) data incorporating Wide Area Multilateration (WAM) data & locally procured GPS data.
- Remove and replace Hwy 40 YVRA signage; \$20K budgeted
- New AV suite for terminal conference rooms; \$6.2K budgeted
- Design and build rental car wash facility; CFC funded; engineer's estimate is \$750K.

## OPS AND ADMIN UPDATE:

Atlantic Aviation opened new FBO Thu 7 Nov; YVAC tour scheduled for 5:00 pm on Thu 13 Feb prior to regularly scheduled YVAC at the HDN terminal. Some new challenges with short taxi time from FBO to Rwy 28 and publication of new airport diagram. Being addressed via Ops Center directives, airline outreach, airport diagram distribution, and taxiway C signage direct contact with Unicom.

YVRA's new FlySteamboat branding, marketing & website successfully launched 12 Dec. Branding solution/changes will facilitate completion of new US Hwy 40 signage design & construct in 2020; updates to logos and tag lines will be used on all marketing products; includes vehicles, signage, website and uniforms.

Renewable energy (solar) \$267K project planning contract awarded to McKinstry, Golden CO; this project includes up to 15 facilities in Routt and Moffat Counties. Project kickoff meeting with McKinstry in late Feb or early Mar.

Completed review and upgrade of airport security camera system; all connectivity now via fiber; upgraded server to handle more cameras; purchased and installed new cameras for all critical areas of the airfield, apron and terminal. Added webcams for commercial and FBO aprons, both runways and key Ski Area locations to enhance pilot and passenger info.

Airport hosted Colorado School Safety Resource Center 4 Dec  
 Airport hosted Ski Corp and all tenants for; Ski Corp update, customer service, ground transportation, snow & ice training 11 Dec.  
 Airport hosted CO State Patrol for inspection & training 31 Jan  
 United Ground Express (UGE) replaced SkyWest as of 18 Dec; UGE is ground handler for United and Alaska Airlines; G2 handles American, jetBlue and Delta Airlines.

New contract/lease agreements finalized for Atlantic Aviation, UGE and G2 ground handlers, and Black Tie ski rentals.  
 CDOT published EIS data see pgs. 8-9



# December Operations Comparison 2019 vs. 2018

	Dec 2019	Dec 2018	Change	Up/Down
<b>All Aircraft Operations</b>	<b>1,353</b>	<b>1,205</b>	<b>+148</b>	<b>Up/Down Operations</b>
<b>Air Carrier Operations</b>	<b>448</b>	<b>424</b>	<b>+24</b>	<b>Up/Down Operations</b>
<b>Cargo Operations</b>	<b>134</b>	<b>144</b>	<b>-10</b>	<b>Up/Down Operations</b>
<b>General Aviation Operations</b>	<b>771</b>	<b>631</b>	<b>+140</b>	<b>Up/Down Operations</b>
<b>Military Operations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Up/Down Operations</b>
<b>Enplaned Passengers (from load sheets)</b>	<b>28,258</b>	<b>29,598</b>	<b>-1,340</b>	<b>Up/Down Operations</b>
<b>GA Landing Weight Fees (100%)</b>	<b>\$30,482</b>	<b>\$24,310</b>	<b>\$6,172</b>	<b>Up/Down Operations</b>

# January Operations Comparison 2020 VS. 2019



	<b>Jan 2020</b>	<b>Jan 2019</b>	<b>Change</b>	<b>Up/Down</b>
<b>All Aircraft Operations</b>	<b>1,567</b>	<b>1,490</b>	<b>+77</b>	<b>Up/Down Operations</b>
<b>Air Carrier Operations</b>	<b>668</b>	<b>636</b>	<b>+32</b>	<b>Up/Down Operations</b>
<b>Cargo Operations</b>	<b>142</b>	<b>140</b>	<b>+2</b>	<b>Up/Down Operations</b>
<b>General Aviation Operations</b>	<b>755</b>	<b>714</b>	<b>+41</b>	<b>Up/Down Operations</b>
<b>Military Operations</b>	<b>2</b>	<b>0</b>	<b>+2</b>	<b>Up/Down Operations</b>
<b>Passengers (from load sheets)</b>	<b>25,538</b>	<b>24,532</b>	<b>+1,006</b>	<b>Up/Down Operations</b>
<b>GA Landing Weight Fees (100%)</b>	<b>\$27,777</b>	<b>\$22,046</b>	<b>+\$5,731</b>	<b>Up/Down Operations</b>

Winter 2019-2020 Air Service Schedule included at page 5

# Steamboat Winter Air Schedule Winter 2019/20

Updated October 15, 2019

Schedule times and flight numbers vary by date or day of week  
Schedule is subject to change at any time without notice

From	Freq.	Dates	Airline	Aircraft	Cap	Arrivals			Departures		
						Flight #	Departs	Arrives	Flight #	Departs	Arrives
Atlanta (ATL)	Daily	12/21/19 - 3/29/20	Delta Air Lines	A320	157	#1316/496	940a/1000a	1125a/1145a	#1316/496	1208p/1253p	518p/608p
Boston (BOS)	Wed/Sat	12/14/19 - 3/28/20	JetBlue	A320	150-162	#1227	920a	1207p	#1228	117p	723p
Chicago (ORD)	Daily*	12/18/19 - 4/6/20	American Eagle	E175	76	#3605	950a	1206p	#3605	1239p	424p
Chicago (ORD)	Sat	2/15/20 - 4/4/20	American Airlines	737-8	160	#1414	1015a	1225p	#1414	110p	500p
Chicago (ORD)	Daily*	12/19/19 - 3/28/20	United Express	CR7	70	#4288/4228	1011a/1020a	1224p/1242p	#4288/4228	109p/112p	454p/504p
Chicago (ORD)	Sat w/ Sun out	12/21/19 - 1/5/20	United Express	CR7	70	#4422/1272	732p/730p	959p/948p	#4466/1832	812a	1213p
Dallas/Ft Worth (DFW)	Daily	12/18/19 - 4/6/20	American Airlines	737-8	160	#486/972	1120a/1148a/905a	124p/121p/1025a	#489/972	143p/208p/1135a	443p/523p/238p
Dallas/Ft Worth (DFW)	Holiday	12/18/19 - 1/6/20	American Airlines	737-8	160	#339	840a	1014a	#339	1100a	216p
Dallas/Ft Worth (DFW)	Sat	2/15/20 - 4/4/20	American Airlines	737-8	160	#1354	1220p	141p	#1354	235p	538p
Denver (DEN)	Daily - morning	12/19/19 - 3/28/20	United Express	ERJ	50	#4661/5481	810a/750a	925a/846a	#4474/5605/5482	952a/980a	1108a/1048a
Denver (DEN)	Daily - midday	12/14/19 - 4/12/20	United Express	ERJ	50	#4642/4612	920a/125p/1115a	1000a/230p/1225p	#4671/5810/4694	1105a/1255p/1130a	1244p/204p/1228p
Denver (DEN)	Daily - afternoon*	12/19/19 - 1/5/20	United Express	ERJ	50	#4765/4693/4630	358p/145p	505p/250p	#4731/4645/4738	590p/325p/610p	657p/425p/708p
Denver (DEN)	Daily - overnight	11/22/19 - 4/12/20	United Express	ERJ	50	#4693/5702	651p/755p/710p	755p/845p/802p	#4697/5558	745a/850a	843a/1010a
Fort Lauderdale (FLL)	Wed/Sat	12/14/19 - 3/28/20	JetBlue	A320	150-162	#45	1005a/1050a/750a	125p/157p/1050a	#48	249p/330p/1147a	857p/947p/550p
Houston (IAH)	Daily*	12/19/19 - 3/28/20	United Airlines	A319	128	#2281/1219	1155a	154p	#2191	258p	641p
Los Angeles (LAX)	Daily	12/19/19 - 3/28/20	United Express	CRJ	50	#5526/5670	1250p/1021a	408p/146p	#5825	415p/335p	552p/509p
Minneapolis/St. Paul (MSP)	Daily holiday, then Wed/Sat*	12/21/19 - 3/28/20	Delta Air Lines	717	110	#1538/894/2476	1135a/1120a	115p/110p	#1538/894/2476	156p/315p	510p/627p
Newark (EWR)	Sat/Sun*	12/21/19 - 3/29/20	United Airlines	A320	150	#26/316/1794	830a/817a	1113a/1105a	#655/387	1200p/1220p	602p/622p
San Diego (SAN)	Wed/Sat/Sun	12/14/19 - 3/29/20	Alaska Airlines	E175	76	#3365/3343	990a/1115a	1250p/240p	#3363/3444	140p/325p	306p/455p
San Francisco (SFO)	Sat	12/21/19 - 3/28/20	United Express	E175	76	#531/3729/5220	104p/130p	429p/455p	#5731/5311	507p/535p	653p/721p
Seattle (SEA)	Wed/Sat/Sun*	12/14/19 - 3/29/20	Alaska Airlines	E175	76	#2518/2579/2704	220p/305p/205p	595p/604p/520p	#2519/2576/2705	620p/710p/605p	824p/909p/800p
Washington Dc/les (IAD)	Sat	12/21/19 - 3/28/20	United Airlines	A320	150	#535/547/1932	815a/830a/680a	1046a/1105a/1107a	#516/1705	1145a/1119a/1215p	58p/325p/593p

1 EWR on Saturdays only from January 11 through February 15

2 SEA will fly a few Thursdays during the Holidays (Dec. 19, 26 and Jan. 2)

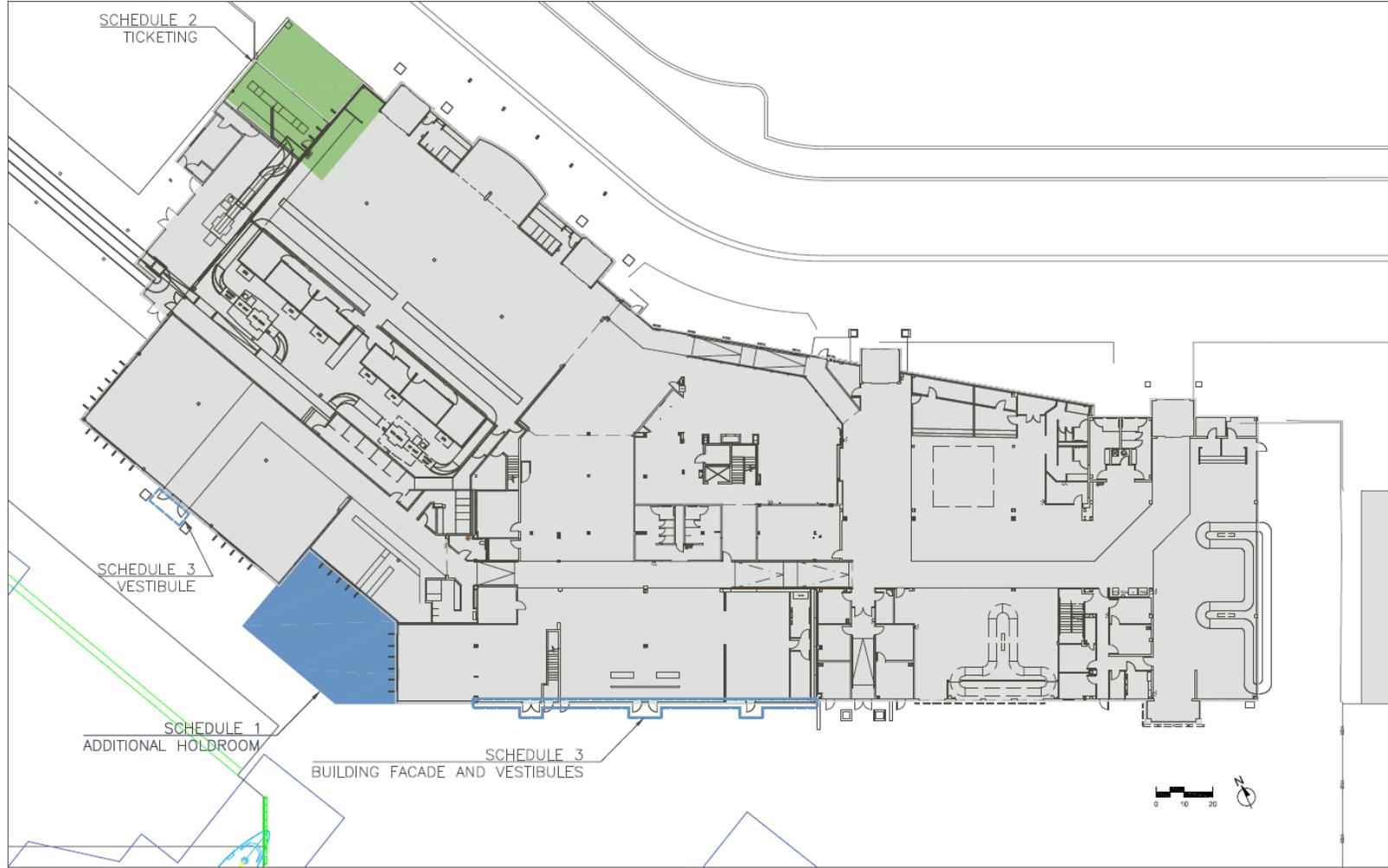
3 MSP will fly daily from Dec 21 to Jan 5, then Wednesday & Saturday only Jan 6 - Mar 29

4 Daily United ORD will operate Saturdays/Sundays only from 1/10 through 2/14

5 American ORD operates daily, except Saturdays Feb. 15 - Apr. 4

6 Daily DEN afternoon flight starts Dec 19, but will also operate Saturday only on Dec 7 & 14

7 Houston will operate daily through Sat. March 22; then on Friday 3/27 and Saturday 3/28




**YAMPA VALLEY REGIONAL AIRPORT**  
 TERMINAL EXPANSION PROGRAM  
 SCHEDULES 1, 2 AND 3  
 31 December 2018


**Mead  
& Hunt**

## AIP-47 Terminal Expansion and Modification Projects Schedules I-IV





**AIP-47 Terminal Expansion and Modification Project  
Schedule II—Ticketing Expansion/Curbside Enclosure**



**AIP-47 & -48 Terminal Expansion and View of Schedules III &  
IV**

# 2020 Airport Economic Impact Report

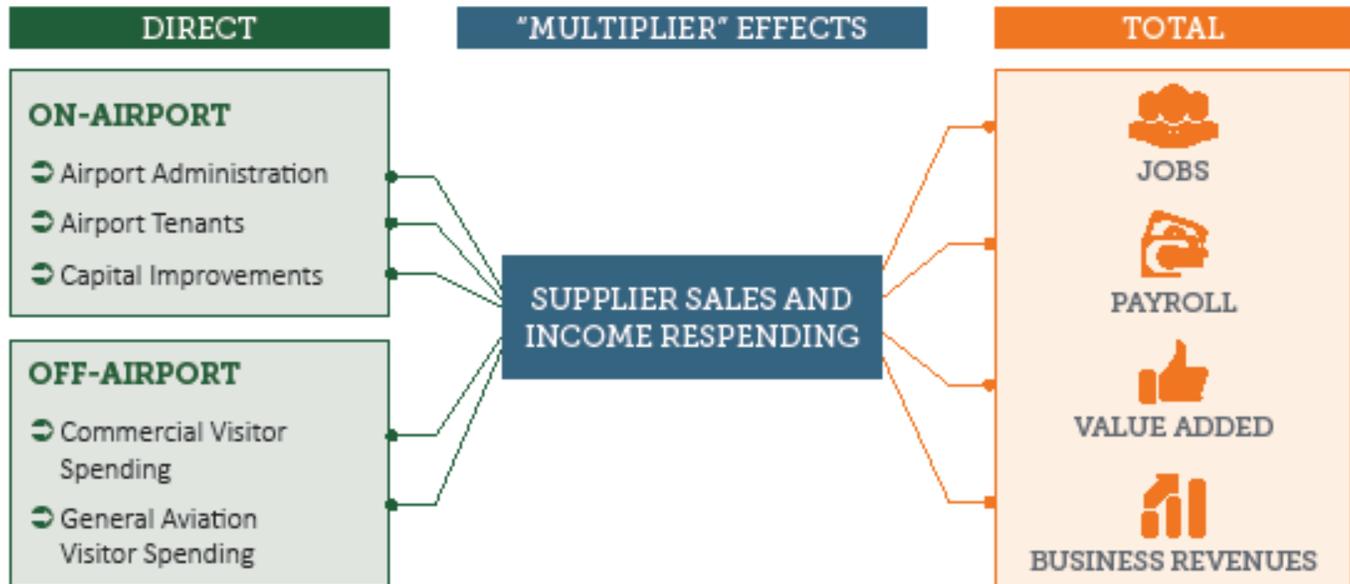
Yampa Valley Regional (HDN)



January 2020

Colorado has a robust public-use airport system that supports and contributes to Colorado's state and regional economies. All airports in the system provide important job centers and gateways for out-of-state visitors to reach all parts of Colorado. The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of Yampa Valley Regional and all airports in the state using the following methodology:

## Calculation of Total Impacts by Measure



## Economic Impact Measures

The economic impacts of each airport are defined using the following economic measures:

**Jobs:** Jobs are the total number of persons employed, regardless of whether they are full time or part time.

**Payroll:** Payroll is defined as total employment compensation, including wages and other benefits (e.g. health care insurance payments, retirement contributions, etc.). This is also known as “labor income” or “total compensation”.

**Value Added:** Value added measures the economic productivity of each aviation-related business establishment, calculated as business revenues earned minus the costs of purchasing goods and services from other businesses. Value added reflects a company's or industry's contribution to Colorado's Gross Regional (or State) Product (a local concept synonymous with Gross Domestic Product). It includes all labor compensation, profits, and business taxes paid.

**Business Revenues:** Business revenues incorporate expenditures needed to administer airports, sales of goods and services by airport tenants, budget expenditures by public sector agencies located on airports, the cost of capital expenditures, and visitor spending in Colorado's hospitality-related sectors. This is also commonly referred to as business “output” or sales.

For more information on the Colorado Aviation Economic Impact Study (CEIS), visit our webpage at:

<https://www.coloradoaviationsystem.com/ceis/>



## Individual Airport Impacts

Yampa Valley Regional is one of 14 commercial service airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for HDN are summarized below.

Visitors travel to Colorado on commercial flights and general aviation (GA) aircraft to do business and visit our state. Visitor Spending measures the sum of commercial passenger and GA visitor impacts.

### Annual On-Airport Economic Impacts for HDN

	Direct	Supplier Sales	Income Re-Spending
Jobs	511	170	281
Payroll	\$29,054,000	\$10,744,000	\$13,519,000
Value Added	\$37,541,000	\$15,213,000	\$24,538,000
Business Revenues	\$66,535,000	\$25,360,000	\$41,451,000

### Annual Off-Airport Visitor Spending Economic Impacts for HDN

	Direct	Supplier Sales	Income Re-Spending
Jobs	1,216	247	299
Payroll	\$30,221,000	\$13,711,000	\$14,251,000
Value Added	\$56,185,000	\$22,547,000	\$25,863,000
Business Revenues	\$96,801,000	\$38,036,000	\$43,699,000

## Yampa Valley Regional's Total Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	962	\$53,317,000	\$77,292,000	\$133,346,000
Visitor Spending	1,762	\$58,183,000	\$104,595,000	\$178,536,000
<b>Total</b>	<b>2,724</b>	<b>\$111.5 Million</b>	<b>\$181.89 Million</b>	<b>\$311.88 Million</b>

Columns may not add due to rounding.

## Total Statewide Economic Impacts

Each individual airport contributes to the statewide economic impacts that result from on- and off-airport activities. In addition to the on-airport and visitor components, the state benefits from the activity that is generated as a result of air cargo. These statewide benefits represent aviation's economic contribution to Colorado's economy. Beyond these quantifiable impacts, there are many more health, safety, and mobility benefits that are experienced due to airport activity.



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# STATEWIDE

## Annual Economic Impact

### Jobs



Jobs supported by the operation and development of airports are supported by on-airport, air visitor spending, and by off-airport companies that rely on air cargo services to ship their goods.

**265,700**

### Payroll



Annual employee payroll associated with aviation supported jobs.

**\$12.6 billion**

### Output



Output or total annual economic activity which includes the total spending required to purchase goods and services to support operations for all activities considered in this study.

**\$36.7 billion**

### Taxes



Local and state tax revenues derived directly from air cargo supported by the airports, including sales taxes, income taxes, and fuel excise taxes.

**\$1.1 billion**

# COLORADO

## Statewide Benefits from Aviation

Airports in Colorado are important underpinnings for state and local economies. Airports not only provide safe and convenient travel options but as shown in this study, they create employment opportunities and contribute to state and local tax revenues. Aside from the jobs, payroll and annual economic activity that airports in Colorado support, during fire season, airports are essential to the state's forest fire fighting efforts. Doctors routinely use Colorado airports to provide medical services for residents in less densely populated areas of the state. Patients are often transported by air in emergency situations. During Colorado's catastrophic flood in September 2013, airports played an essential role in rescuing residents who could not otherwise have been reached.

The continued maintenance and development of Colorado's public-use airports is essential. For Colorado to support the travel needs of its businesses, residents, and visitors and for the state to remain at the forefront of industries such as energy and tourism, airports are essential. Annually, airports make significant economic contributions, while at the same time the airports help to improve the quality of life for all who reside in the state.

For more information on this airport's specific annual economic impacts or on the CDOT Statewide Aviation Economic Impact Study please contact:



Colorado Department of Transportation  
Division of Aeronautics  
5126 Front Range Parkway  
Watkins, Colorado 80137  
303-512-5250  
[www.Colorado-Aeronautics.org](http://www.Colorado-Aeronautics.org)

Prepared by:  
ICF SH&E, Inc. with JVIATION, ED&R Group  
and KRAMER aerotek, Inc.

## The Economic Impact of YAMPA VALLEY REGIONAL AIRPORT

Hayden, Colorado



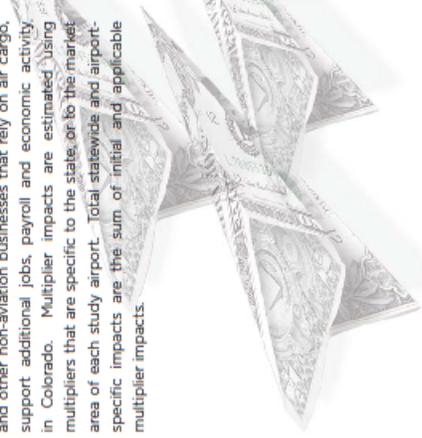
# COLORADO

## Statewide Benefits from Aviation

Colorado is served by a diverse system of airports. These airports accommodate the needs of Colorado businesses and residents, as well as visitors who come to Colorado to conduct business, attend conventions, and vacation. Airports in Colorado support hundreds of thousands of jobs and contribute billions of dollars in annual economic activity. At the same time, airports and aviation activities are a source of tax revenues.

Important links between airports and the economy were measured in a research project undertaken by the Colorado Department of Transportation's Division of Aeronautics. Similar research efforts were undertaken in 1998, 2003 and 2008, but results from this update and previous studies are not directly comparable. This update to the Colorado Aviation Economic Impact Study found that all of Colorado's airports, including Denver International, contribute \$36.7 billion in output to Colorado's economy and support 265,700 jobs. These employees earn \$12.6 billion. In total, Colorado's airports contribute \$11 billion in state and local tax revenues.

These annual economic benefits include "multiplier" effects, which capture the recycling of initial economic impacts in the economy. Successive rounds of spending associated with the economic activities of airport operators, airport tenants, capital investment, air visitors and other non-aviation businesses that rely on air cargo, support additional jobs, payroll and economic activity in Colorado. Multiplier impacts are estimated using multipliers that are specific to the state, or to the market area of each study airport. Total statewide and airport-specific impacts are the sum of initial and applicable multiplier impacts.



# YAMPA VALLEY REGIONAL AIRPORT (HDN)

## Annual Economic Impact on the Local Economy

The economic impact of Yampa Valley Regional Airport (HDN) on its local economy was estimated as a part of CDOT's statewide study. The economic contributions of Yampa Valley Regional Airport stem from on-airport activities and off-airport spending by visitors who arrive in Colorado via the airport. The economic contributions of these activities are measured through jobs, associated payroll, and economic output.

### On-Airport Impacts

On-airport activities considered in this study include the administration, operation and maintenance of Yampa Valley Regional Airport as well as the activities of airport tenants that provide aviation services or support the airport's customers. Airport operators routinely undertake improvement projects to maintain or expand infrastructure. The study also identified the economic impact of capital investment spending which supports jobs and payroll in the local economy over each project's duration.

Annual Airport, Tenant and Capital Improvement Economic Impact for Yampa Valley Regional Airport

	Initial	Multiplier Effect	Total
<b>Jobs</b>	242	166	408
<b>Payroll</b>	\$17,377,000	\$6,825,000	\$24,142,000
<b>Output</b>	\$40,486,000	\$21,845,000	\$62,331,000

### Visitor Impacts

Visitors travel to Colorado on commercial airline flights and general aviation aircraft to conduct business or vacation in the state. Annually, 108,000 visitors arrive in Colorado via Yampa Valley Regional Airport. Some stay only for the day, but others stay longer and have higher spending rates. Air visitors spend money locally on food, lodging, transportation, entertainment and retail purchases. Visitor spending in turn supports jobs and payroll while producing additional economic impacts through multiplier effects.

Annual Visitor Economic Impact for Yampa Valley Regional Airport

	Initial	Multiplier Effect	Total
<b>Commercial Airline Visitor Impacts</b>			
<b>Jobs</b>	1,730	607	2,337
<b>Payroll</b>	\$49,665,000	\$22,302,000	\$71,977,000
<b>Output</b>	\$139,626,000	\$71,738,000	\$211,364,000
<b>General Aviation Visitor Impacts</b>			
<b>Jobs</b>	214	75	289
<b>Payroll</b>	\$6,077,000	\$2,739,000	\$8,816,000
<b>Output</b>	\$16,836,000	\$8,799,000	\$25,635,000

### Annual Tax Impacts

The economic activities related to the airport and visitors using the airport generate significant local and state tax revenues. Visitors pay taxes on lodging, rental cars, restaurant meals, and other purchases. Workers whose jobs are supported by airports and visitor spending also pay sales tax and state income taxes. Annual local and state taxes linked to the operation of Yampa Valley Regional Airport total \$14.1 million.

### Total Economic Impact of Yampa Valley Regional Airport

Over the past five years, the aviation industry has been impacted by increased fuel costs and a lagging U.S. economy. This has resulted in consolidation in the airline industry, fewer new general aviation aircraft being manufactured in the U.S., and an overall reduction in flights. For some Colorado airports, the contraction in aviation demand over the past five years translated into lower economic impacts. In other instances, demand and economic impacts may have increased or remained constant, despite downturns.

Together, airport, tenant, capital improvement and visitor impacts, along with multiplier effects, represent the total economic contribution of Yampa Valley Regional Airport. The airport's economic contribution to the communities it serves is \$299.3 million in output and 3,034 jobs, with an annual payroll of \$104.9 million.

### How the Economic Impact of Yampa Valley Regional Airport was Calculated

#### Initial Impact



#### Multiplier Effect



#### Total Impact





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**Tinneal Gerber**  
**Assistant Airport Director/Business Manager**  
**Phone 970 276-5021**

**YVRA Website: [www.flysteamboat.com](http://www.flysteamboat.com)**

**YVRA Facebook: Yampa Valley Regional Airport-HDN**

**YVRA Twitter: [YVRA-HDN@HDNCo](https://twitter.com/YVRA-HDN@HDNCo)**

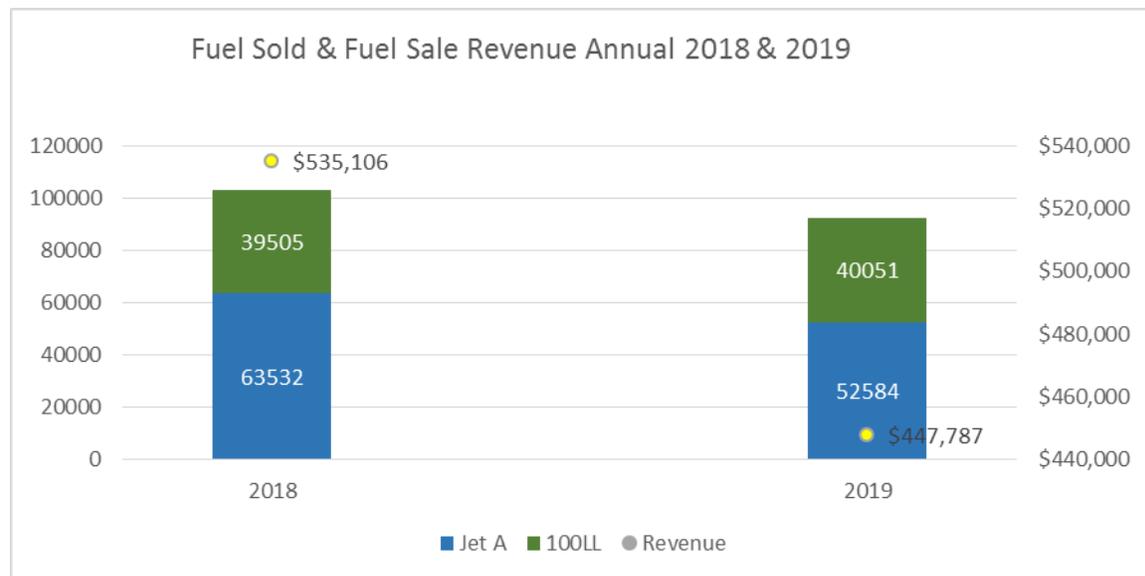
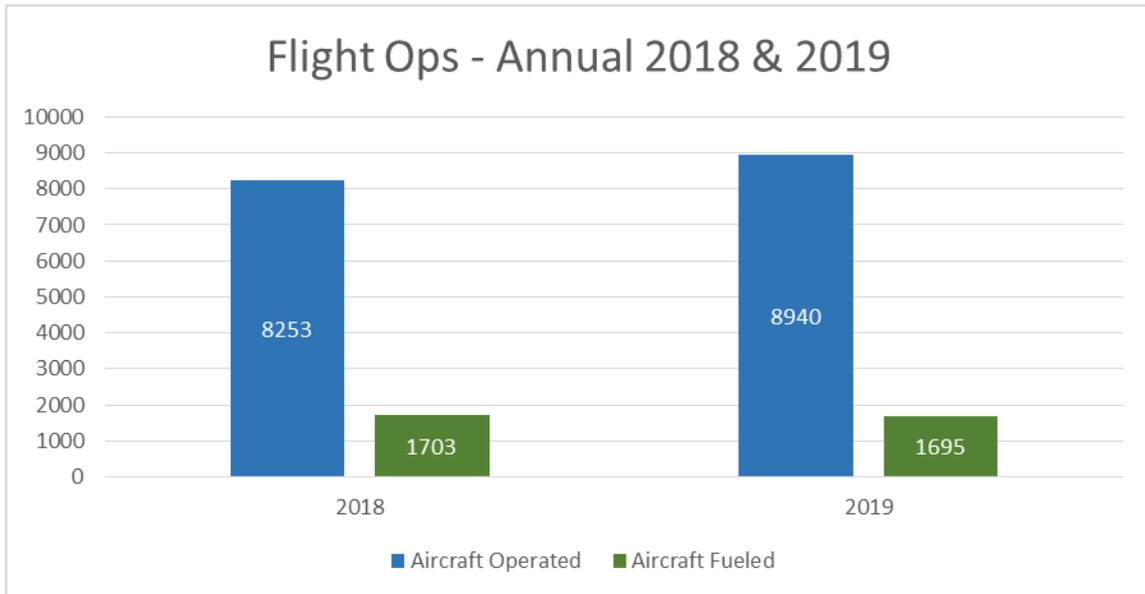


# **Steamboat Springs Airport/ Bob Adams Field Manager's Report**

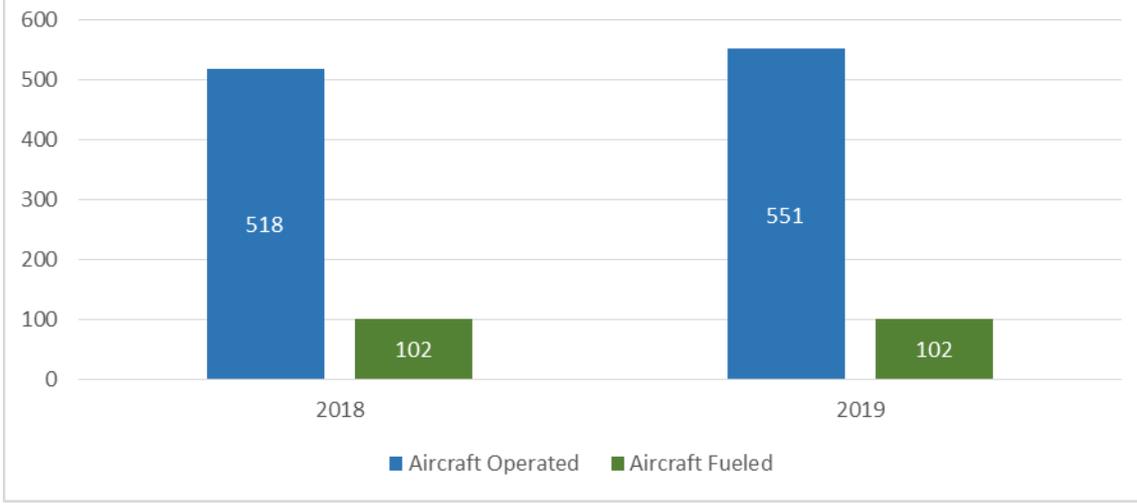
**February 3, 2020**



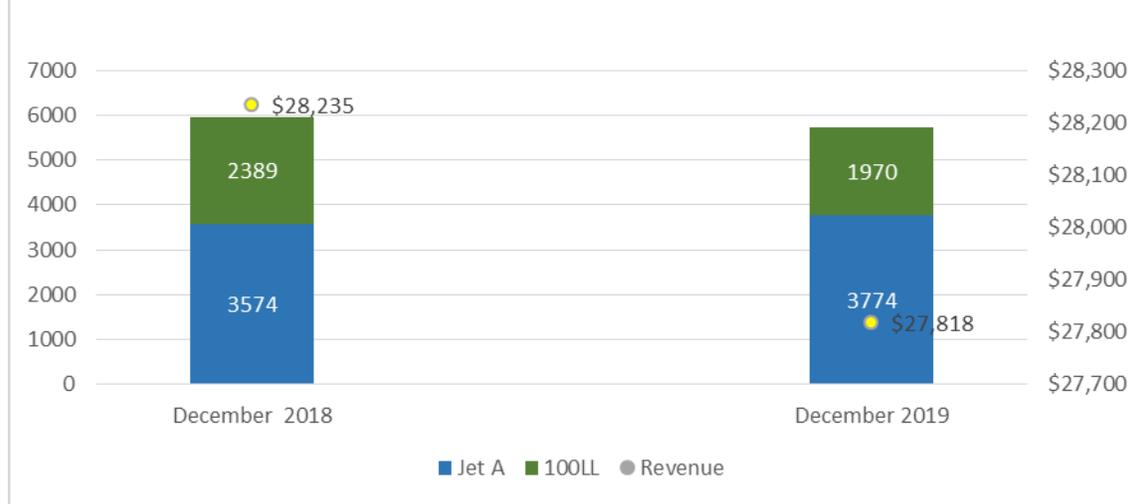
# Operations



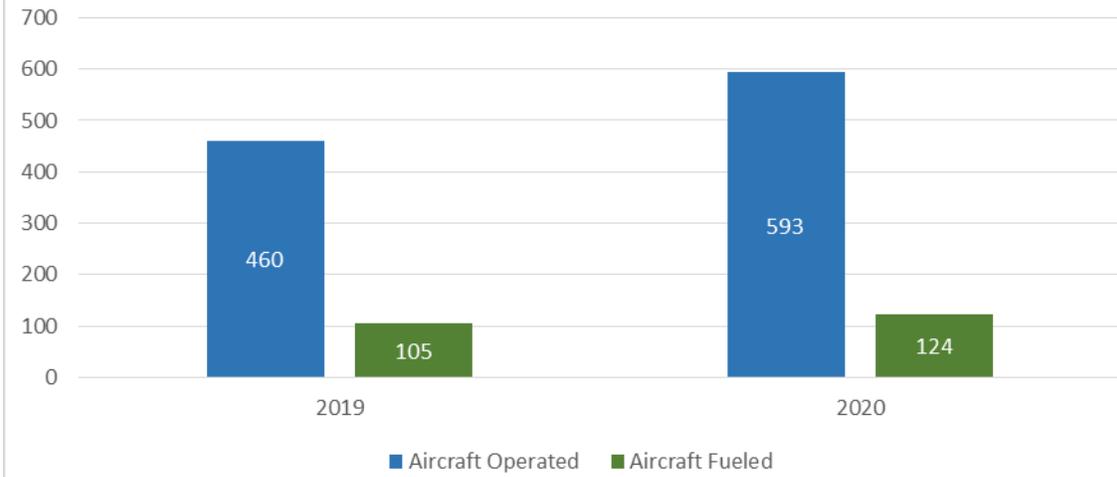
### Flight Ops - December 2018 & 2019



### Fuel Sold & Fuel Sale Revenue December 2018 & 2019



### Flight Ops - January 2019 & 2020



### Fuel Sold & Fuel Sale Revenue January 2019 & 2020



- The Airport took delivery of a Sno-Cat that we borrowed from the Public Works Department. The Airport staff groomed the runway safety and snow storage areas around the Airport for increased safety during winter operations.
- The airport hosted two Army Guard Blackhawk helicopters from Fort Williams who were operating in Wyoming. The City Communications Officer and the Steamboat Pilot covered their visit as well as published a photo on the cover of the paper.
- The Airport was busy with holiday air traffic (see photo below).



- Colorado Parks and Wildlife (CPW) operated from the Airport January 26th- 31st with two helicopters and one airplane to locate and collar female elk for research (see photos below).



- The Airport team assisted the pilot crew for an Embraer Phenom 300 (see photo below) owned by Flex Jets (a fractional ownership company). The airplane had become stuck after deciding to land at the Airport due to weather and no availability of a large transient hangar or deicing capability. The Airport Senior Maintenance Technician borrowed a bucket truck from Streets to examine the tail of the airplane for contamination. The crew found a good weather window and departed after being on the ramp for four days.



## Events

- The Airport Manager attended The Colorado Airport Operators Association (CAOA) conference and Legislative meet and greet on January 27<sup>th</sup> in Denver. She also met with the FAA Area District Officer (ADO), FAA Engineer, CDOT Planning Officer, and Master Plan consultants the following day. The FAA and CDOT are pleased with the progress of the Master Plan, the plan for the airport Category Exclusion (CATEX) for Airport development, and the plan for the runway rehabilitation 2021-2022. The CDOT grant for the painting of the runway has been approved. The CDOT consultants released the Colorado Airports Economic Impact Statement (CEIS) for each Airport (see below). The KSBS statement reflects a 196.07% increase in business revenue from 2012 to 2018.



Steamboat  
Springs-SBS.pdf

- The DOWL consultants have completed the first three chapters of the Master Plan. They have been provided to the Advisory Committee and posted on our website for comment. Chapter 2, the Airport Forecast, has been approved by the FAA. The FAA also will need to approve Chapter 6, Airport Layout Plan (ALP) which will be submitted to the FAA soon. DOWL and the Airport Manager plan to provide an update of the Master Plan to City Council at the Work Session on Feb 11<sup>th</sup>. The Master Plan should be completed in the spring.
- The Airport hosted the Yampa Valley Airport Commission meeting on December 12th. The Airport Manager provided an update on the lease of the Airport Office Building and Master Plan. She also provided an update on upcoming CIP projects.
- The Airport Manager attended the Steamboat Flying Club meeting on December 9th. She addressed some airport winter safety practices with the Club staff and members.
- The Airport Manager attended the grand opening of Atlantic FBO at the Yampa Valley Regional Airport.
- The Airport Manager and Senior Maintenance Technician met with the U.S. Forest Service Aviation Officer for our region who was in town to provide FS training. We are continuing to keep the lines of communication open in order to best support the FS during wildfire operations.
- The Airport Manager continues to meet with the developers for the Airpark. They continue to refine the plan that will be submitted for review by the Development Review Team.
- The Colorado Pilot's Association (CPA) will conduct a Fly-In to KSBS on July 11-12th for the Balloon Festival. The Airport is preparing for 10-20 airplanes to arrive that weekend.
- The Airport Manager led a walk-through of hangar K-1 with the YVMC Foundation and their event planner in preparation for the 2nd annual Hangar Party fundraiser to raise funds for the new emergency room at the hospital. The party is planned for August 8th.
- The Airport plans to host a 2<sup>nd</sup> Annual Fly-In and Airport Appreciation Day in September. Date to TBD.
- The Airport Manager provided a leadership presentation for the Steamboat Girl Scout Troop (see photo below).



## Training

- Airport Manager continued to conduct Staff Meetings once a month. Winter safety operations were discussed and the team reviewed the Airport's Storm Water Management Plan and Spill Prevention Control Plan.
- The FBO Supervisor and FBO Line Service Technician completed the National Air Transportation Association (NATA) 1st Professional Line Service Technician (PLST) Fuel Service Supervisor certification. The new FBO Line Service Technician completed the National Air Transportation Association (NATA) 1st Professional Line Service Technician (PLST) certification.

## Airport Manager Initiatives

- The Airport Manager reached out to the Yampa Valley Airport Commission (YVAC) to see if they would send a letter of objection she had drafted to the FAA regarding their proposed decommissioning of the VOR/DME instrument approach, one of only two approaches at the airport. The YVAC voted and sent the letter to the FAA. Several tenants and users have also sent email objections to the FAA on the topic.
- The Airport Manager is in discussions with the District Chief and Aviation Unit Chief to implement a Land Use Agreement (LUA) for a Class 3 (Mobile) Single Engine Air

Tanker (SEAT) base at the airport. This LUA would support up to six aircraft during fire season.

- The Airport/FBO only has only limited use of two privately shared medium sized hangars and two small hangars for transient aircraft this winter. This is an increase of two shared hangars from the beginning of the season. The FBO does not have use of any large privately owned hangars this winter. The staff will be turning away aircraft who wish to visit KSBS this winter and desire to be in a hangar as we have no deicing capability. The Airport Manager confirmed with the Manager at Atlantic FBO in KHDN that they can accommodate these aircraft in FBO owned hangars and that they have deicing capability. The Airport Manager continues to work with the owners of large hangars to coordinate a Hangar Share Agreements so that large transient aircraft can be accommodated during the winter months.
- The Airport continues to have a problem with enough hangars to accommodate pilots and aircraft that want to be based at KSBS. The hangar wait list currently totals 19. The Airport Manager hopes to clear two off the wait list in early 2020 with some transitions in the city owned hangars. She is also working with the FAA and DOWL consultants to designate some land for developers to build new airport hangars that is in coordination with the update to the Airport Master Plan. A Category Exclusion (CATEX) for the hangar, fuel truck parking, parking lot, and north helicopter development areas is currently underway. This will allow the Airport to open land for bid for hangar development in the spring.
- CDOT has approved the Airport's a grant request for painting the runway and ramp. The Airport will complete this project in early summer.
- City Council approved the lease between the City and Honey Stinger (Ener-G Foods) to occupy the Airport Office Building (AOB). It is anticipated that Honey Stringer will move in the building this summer.
- Upgrades to IT are nearly completed to the Airport and FBO enabling presentations, conference calls, and faster Internet connections.
- The Airport Manager continues to work with the Planning Director to evaluate options for protection of land adjacent to airport property. The Planning Director will provide City Council some options to consider.
- The Airport Manager is working with DOWL in researching options for the hangars that have ground leases with revision clauses that expire within the next ten years. The precedent set with these hangars should also apply to those hangars with future expiration dates. The Airport Manager will provide City Staff and City Council some options for to for consideration. This topic will be introduced to Tenants and Users of the Airport during a meeting on February 12<sup>th</sup>.
- The Airport Manager is working work with DOWL to develop Minimum Standards and Rules and Regulations for the Airport. These will be socialized with the Tenants and Users of the Airport. This topic will be introduced to Tenants and Users of the Airport during a meeting on February 12th. Approval will be sought from the City Manager, once completed.

- The Airport Manager and Senior Maintenance Technician will conduct hangar inspections in the first quarter of 2020, ensuring all hangar tenants are in compliance with their ground lease.

## General Information

- The City Communications Officer continues to update the Airport Website. Please use link below to see what is included on the site. The site provides updates to the Master Plan.  
<http://steamboatsprings.net/333/Steamboat-Springs-Airport>
- The Airport Manager will be retiring from the U.S. Coast Guard on July 1, 2020. Her retirement ceremony will be at the Peterson Air Force Base Museum Hangar on June 27th at 1000. All City employees are welcome to attend. Please let Stacie know if you wish to attend.