

**City of Glenwood Springs
Special Airport Commission Minutes**

February 11, 2021; 7:30 to 8:30 a.m.
Via Zoom

Call to Order at 7:31am

1. Attendance

- a. **Commissioners:** Gregg Rippy, Richard Backe, David Merritt, Alan Arnold, Joel Shute
- b. **City Council:** Jonathan Godes
- c. **Staff:** Terri Partch, Steve Boyd, Cristi Newton, Brian Smith, Karstin Moser
- d. **Guests:** Justin Ritter, Steve Carver, Nyssa Beach, Angela Reid, Amy Helm

2. Review the shortened runway option and potential operational limitations with Jacobs Engineering – Terri Partch

- a. CDOT Aviation System Plan (GWS Role)
 - i. Current runway length 3,305'; CDOT Aviation System Plan Objective for GWS 7,200'; FAA Runway Length Objective 7,200'
- b. GWS Runway Length Benchmarking
 - i. GWS runway is the shortest of 66 runways in Colorado.
 - ii. Based and Emergency A/C – Runway Length Required list presented.
- c. Previous Documentation (EA/Land Use Study)
 - i. South Bridge Environmental Assessment/October 2020 FONSI does not contemplate or include an impact to the shorted GWS runway.
 - ii. August 2019 Land Use Scenario Planning Study for GWS Airport does not include an analysis of GWS runway shortening scenario or impacts resulting from runway shortening scenarios. Analyses includes expanded aviation use or airport closure only.
 - iii. 1999 Airport Layout Plan does not include an analysis of shorter runway length and does not include displaced threshold (shorter landing distance).
- d. Surrounding Land Constraints
 - i. North: Resident land use, airspace impacts (rapidly rising terrain across the river to the north), noise impacts on residential areas, terrain difference between potential expansion area and existing runway end.
 - ii. South: Existing roadway access and the Roaring Fork River limit runway extensions or shift to the south.
 - iii. East: Roaring Fork River and existing residential limit runway shifts to the east.
 - iv. West: Airport Road and rising terrain limit runway shifts to the west.
- e. Alternatives to Shorten Runway
 - i. Option 1: Shortens runway 400' on southside. Costs for runway alteration (moving the displaced threshold and lights, restriping, etc.) and design \$352,082.50. Does not include cost to relocate hangers and grading needed to do so. If this option is chosen, a master plan for the airport should be undertaken before moving buildings around the airport.
 - 1. Question: Has realigning the where the bridge crosses the river been considered to avoid shortening the runway?
 - a. Answer: Jackson Ranch property lines (wildlife and scenic corridor) and high value wetlands limited alignment options.
 - 2. Question: What about the cost of moving the two hangers that would no longer have runway access?
 - a. Answer: Hangers are leased through the City. Council has the option to tie the hanger move to the project or not.

- ii. Option 2: Shortens runway length to 3,262' by paving the two safety zones at the ends adding 240' back on each side. Airspace analysis would need to be done to confirm this will work. Cost would be \$483,023 without wall.
 - 1. Question: Will the south end require a retaining wall because of existing slopes?
 - a. Answer: Survey elevations would need to be done to determine wall requirements at south end.
 - 2. Question: On the north end, will the RPZ impact any of the rooflines in the subdivision.
 - a. Answer: The RPZ would be based on the approach threshold location of 14. Additional approach surface obstruction data is need on the north end.
- f. Questions and Comments
 - i. Steve Carver: Could north end be extended to existing road?
 - 1. Answer: That would be past the property line and is sloped. Could be considered for acquisition and grading. Would require additional noise evaluation.
 - ii. Alan Arnold: Could there be value in the two hanger buildings that would need to be moved to the City's street department? Compensation to either sell or move the buildings would be nice to be considered.
 - 1. Answer: City if unsure at this time.
- g. Conclusions
 - i. Terri would like a recommendation from this Commission to provide to Council on February 25th.
 - 1. Commission would like to gather public input on Wednesday, February 17th from airport users prior to providing a recommendation. Recommendation will be discussed at Airport Commission's regular meeting on Thursday, February 18th to be passed to Council. Commission members will be provided Terri's presentation.

3. Adjourn at 8:25am.