

MASTER PLAN

APPENDICES | FEBRUARY 2021



The
Aviation
Planning
Group

APPENDIX A

Public Involvement Summary



Appendix A

Public Involvement Summary

Overview

Public involvement began early and continued throughout the project using multiple avenues of participation. The project team drew upon a variety of resources for this public outreach effort. Tools were designed to ensure that public concerns and key issues were identified and considered, and to demonstrate the Airport's commitment to considering public feedback. Public involvement tools varied in approach and provided a variety of methods for stakeholders to participate in the process.

Public Involvement Tools

Surveys

A survey was conducted of area and based pilots from September 2019 to December 2019 on behalf of Steamboat Springs Airport - Bob Adams Field (SBS). 51 based and non-based pilots responded to the survey. Percentages are based on the number of respondents who answered each question, and questions were given to the category the respondents fit into.

Based Pilots at SBS

57% of the respondents currently base their aircraft at SBS. Of those aircraft owners and pilots there is a range between 1-3 aircraft they each respectively own and operate at SBS. Flight schedules vary from daily, weekly, to monthly and can be categorized as 69% personal use, 50% business (38% own a business in the area), 15% training/local flying, and 4% other. Of the pilots, 76% of respondents currently hold an instrument rating, 54% commercial, 39% private, and 31% multi-engine. SBS has published instrument approaches that 54% of the based respondents use, and 85% indicate that the runway meets their current needs.

Box hangars are utilized by 70% of the respondents. 62% currently rent, 31% own, and 7% are located on the ramp. There is a desire to build hangars by 23% of those surveyed as based pilots. Several airport issues were presented to the respondents in which they rated the urgency that they should be addressed. The top 4 issues ranked very important were additional box hangars to rent, improved instrument approaches, taxiway design, and self-serve fuel: 100LL.

Airport issues/needs that were rated as important or very important by based airport users included comments such as respondents expressing the need of a full-length parallel taxiway, improved instrument approaches, lengthening the runway, self-service fuel, snow removal, parking assistance, rental car service, charter service, and additional staff at SBS. Respondents echo the sentiment of growth possibility that comes with the development of the airport.

Area Pilots at SBS (Non-based Pilots)

The following respondent data are from Pilots not based at SBS. Their aircraft are based at the ensuing airports such as Cuyahoga County, Centennial Airport, Yampa Valley Regional Airport, Rocky Mountain Metropolitan Airport, Boulder Municipal Airport, Dallas Love Field, Van Nuys Airport, Page Field, and Liberal Airport. Of the non-based respondents, 41% fly in 6-10 times per year for both pleasure and business. Steamboat Springs is the primary home to 35%, a secondary home to 47%, and a vacation destination for 18%.

Of all the aircraft owners there is a range between 1-3 aircraft they each respectively own and operate. 76% of respondents currently hold an instrument rating, 76% commercial, 29% private, and 65% multi-engine. SBS has published instrument approaches that 94% of the respondents use. The existing runway length meets 53% of the respondents needs currently.

Airport issues/needs that were rated as important or very important expressed the need to lengthen the runway to allow for mid-sized aircraft and fractional providers forgoing the need to go to Hayden. Reliable hangar space for transient aircraft is indicated as vital and a way to keep aircraft at SBS.

Additional comments were made by both based and non-based users that commended the airport and its staff as an asset that can continue to grow going forward. It's seen as a great a convenient place to fly into with a friendly staff and a valuable facility with great economic impact.



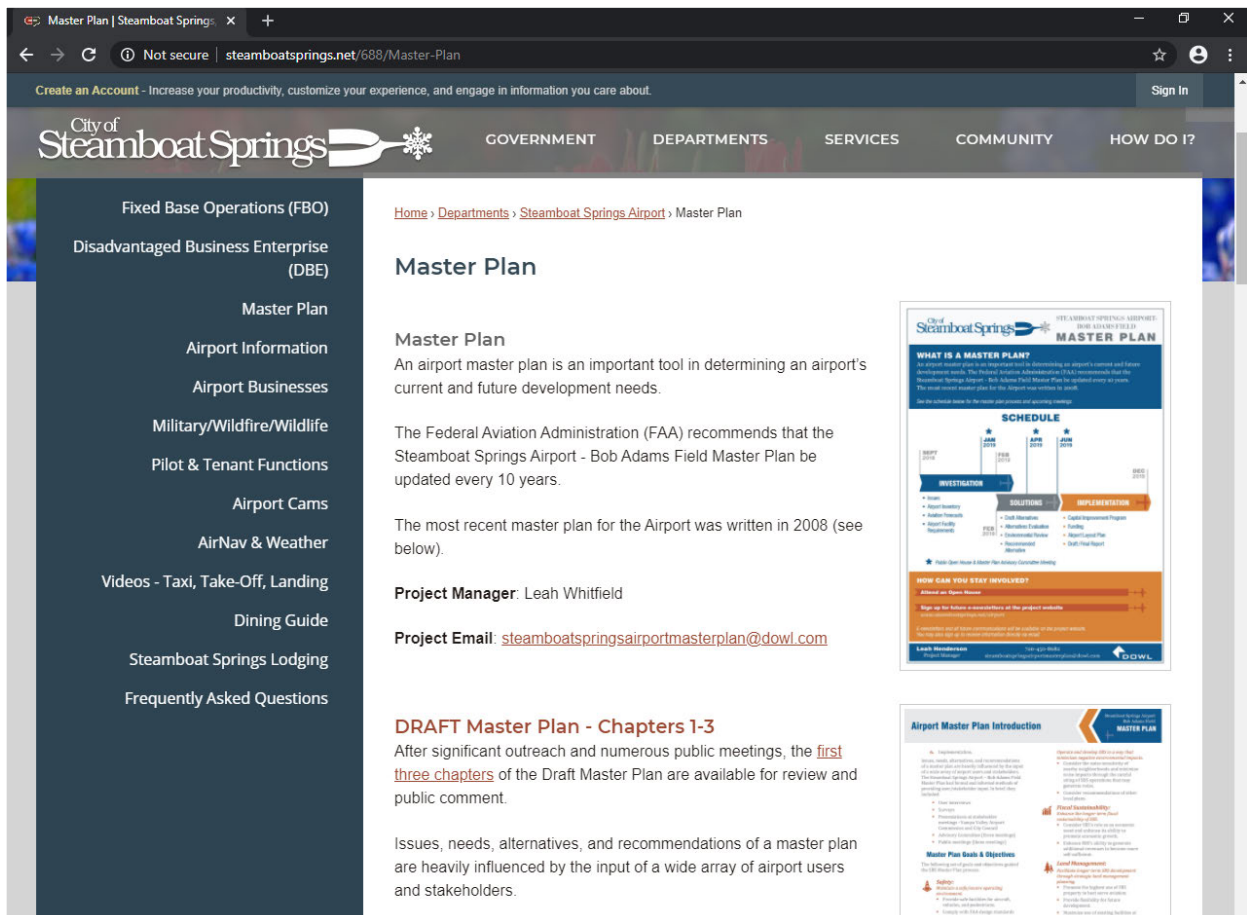
Project Email List for E-Newsletters

A project email distribution list of agencies, organizations, aviation interests, and individuals with an interest in the airport was maintained throughout the project. The email list was updated based on emails from entities interviewed, those who participated in public and other stakeholder meetings, and other contacts during the project.

Website

The Airport website (www.steamboatsprings.net/688/Master-Plan) served as a library for the project and housed many of the resources described later in this document, such as the survey link, Fact Sheet, FAQ, open house material, and the previous planning studies completed by the Airport. Viewers of the website also had the opportunity to submit their email address on the site to sign up for the Constant Contact email list. Viewers could also submit comments electronically to the project email address.

Figure 1. Website Master Plan Page



Appendix A

Public Involvement Summary

Fact Sheet

A fact sheet was developed by the project team detailing an overview of the master plan process and the overall proposed project schedule. The Fact Sheets were handed out at public meetings and posted to the website.

Figure 2. Fact Sheet (Front and Back)

City of Steamboat Springs STEAMBOAT SPRINGS AIRPORT- BOB ADAMS FIELD
MASTER PLAN

WHAT IS A MASTER PLAN?
An airport master plan is an important tool in determining an airport's current and future development needs. The Federal Aviation Administration (FAA) recommends that the Steamboat Springs Airport - Bob Adams Field Master Plan be updated every 10 years. The most recent master plan for the Airport was written in 2008.
See the schedule below for the master plan process and upcoming meetings.

SCHEDULE

SEPT 2018 * JAN 2019 FEB 2019 * APR 2019 * JUN 2019 DEC 2019

INVESTIGATION

- Issues
- Airport Inventory
- Aviation Forecasts
- Airport Facility Requirements

SOLUTIONS

- Draft Alternatives
- Alternatives Evaluation
- Environmental Review
- Recommended Alternative

IMPLEMENTATION

- Capital Improvement Program
- Funding
- Airport Layout Plan
- Draft/Final Report

* Public Open House & Master Plan Advisory Committee Meeting

HOW CAN YOU STAY INVOLVED?

- Attend an Open House
- Sign up for future e-newsletters at the project website
www.steamboatsprings.net/airport

E-newsletters and all future communications will be available on the project website. You may also sign up to receive information directly via email.

Leah Henderson
Project Manager 720-450-8682
steamboatspringsairportmasterplan@dowl.com **DOWL**

FBO
Airport Office Building
Runway

All future communications for this project will be via email

www.steamboatsprings.net/airport



Press Releases

The project team submitted press releases periodically on Steamboat Pilot newspaper and social media avenues run by the city.

Figure 3. Press Releases



For Immediate Release



Steamboat Springs Airport Master Plan Underway

First Public Open House Scheduled for January 31, 2019

STEAMBOAT SPRINGS, COLORADO-January 11, 2019-The City of Steamboat Springs is currently preparing an Airport Master Plan for the Steamboat Springs Airport-Bob Adams Field (KSBS) to determine the facility's current and future development requirements.

The Federal Aviation Administration (FAA) recommends that the Airport Master Plan be updated every 10 years. A Master Plan was last completed for KSBS in 2008 and the update is anticipated to be completed in approximately 15 months.

The primary objective of the master plan will be to reassess airport development needs and priorities, and prepare a 20-year development plan for the facility. While it is not intended to resolve maintenance, operations, property leasing, management, and policies matters; these issues as identified during this process will be documented for future consideration outside of the master plan process.

Public input is very important and will be accepted throughout the duration of the master plan. Public input is most valuable when submitted early, particularly during the investigations and solutions phases of the project. The first public open house is scheduled for Thursday, January 31, 2019, from 5:00 - 7:00 PM at the Steamboat Springs Fixed Based Operator, located at 3499 Airport Circle, Steamboat Springs, CO 80487.

Interested individuals can view tentative meeting schedules and public involvement events, and join the email distribution list at steamboatsprings.net/KSBSMasterPlan. In addition, subscription to the email list may be completed by [email](#).

Although the city is responsible for all development decisions, the influence of public input will be documented where possible. For information about the Airport Master Plan, the city's [website](#).

-[WeServeTheCity](#)-

Contact
Leah Henderson, Project Manager, DOWL, 720.450.8682 or [email](#)
Stacie Fain, Airport Manager, 970.879.9042 or [email](#)

Appendix A

Public Involvement Summary

Steamboat Springs Airport
Bob Adams Field

MASTER PLAN



For Immediate Release



Steamboat Springs Airport Master Plan Second Public Open House Scheduled for May 8

STEAMBOAT SPRINGS, COLORADO-April 24, 2019-As part of the ongoing Airport Master Plan, the second public open house to gain public insights is scheduled for Wednesday, May 8, 2019, from 5:00 - 7:00 PM in the Crawford Room of the Centennial Hall Building at 124 10th Street, Steamboat Springs, CO 80487.

"The first open house saw a great turn out from a wide variety of interested groups from across the community," said Project Manager Leah Henderson. "Your comments and review of our efforts is incredibly important to making a plan that will serve the needs of the airport and our community and we hope to see a great turn out at the second open house on May 8."

The City of Steamboat Springs is currently preparing an Airport Master Plan for the Steamboat Springs Airport-Bob Adams Field (KSBS) to determine the facility's current and future development requirements. The Master Plan is focused on analyzing current demand and forecasting future requirements to develop a plan supporting the needs of the airport over the next twenty years and investigating new opportunities.

The primary objective of the master plan will be to reassess airport development needs and priorities, and prepare a 20-year development plan for the facility. While it is not intended to resolve maintenance, operations, property leasing, management, and policies matters; these issues as identified during this process will be documented for future consideration outside of the master plan process.



If you cannot join us on May 8, interested individuals can view meeting materials, plan information, tentative meeting schedules and public involvement events, and join the email distribution list at steamboatsprings.net/KSBSMasterPlan. In addition, subscription to the email list may be completed by [email](#).

Although the city is responsible for all development decisions, the influence of public input will be documented where possible. For information about the Airport Master Plan, visit the city's [website](#).

[-WeServeTheCity-](#)

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Leah Henderson, Project Manager, DOWL, 720.450.8682 or [email](#)
Stacie Fain, Airport Manager, 970.879.9042 or [email](#)

137 10th Street, P.O. Box 775088, Steamboat Springs, Colorado 80477-5088
970.879.2060 ✱ 970.879.8851 (fax) ✱ steamboatsprings.net



For Immediate Release

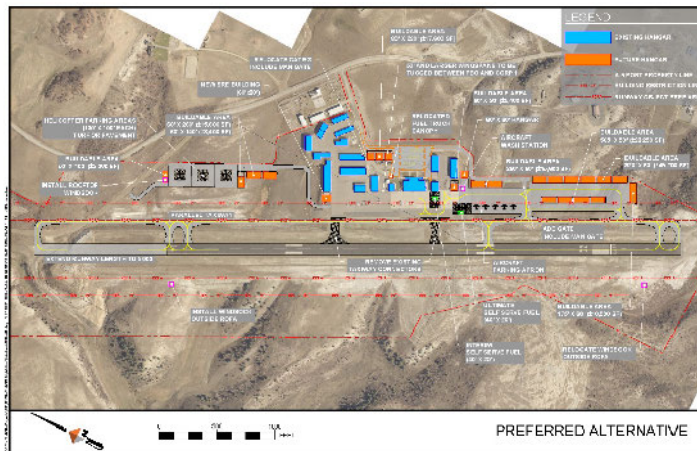


Steamboat Springs Airport Master Plan Preferred Alternative Available For Comment

STEAMBOAT SPRINGS, COLORADO-August 1, 2019-After numerous meetings, open houses and public input, the Steamboat Springs Airport Master Plan project team has released the preferred alternative recommendation, the next phase of the master plan project.

“The process has generated great input and suggestions from a wide variety of entities,” said Project Manager Leah Whitfield with DOWL, the consultant on the project. “As a result, the preferred alternative has been developed and we’re interested in comments on the proposal as it’s laid out.”

Comments and review of efforts to date is incredibly important to making a plan that will serve the needs of the airport and the community now and into the future. Please submit comments on the preferred alternative by **Friday, August 9, 2019**, directly to steamboatspringsairportmasterplan@dowl.com.



The City of Steamboat Springs is currently underway with an Airport Master Plan for the Steamboat Springs Airport-Bob Adams Field (KSBS) to determine the facility’s current and future development requirements. The Master Plan is focused on analyzing current demand and forecasting future requirements to develop a plan supporting the needs of the airport over the next twenty years and investigating new opportunities.

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[-WeServeTheCity-](http://www.weserve.thecity.com)

Contact

Leah Whitfield, Project Manager, DOWL, 720.450.8682 or [email](mailto:leah@wheat.com)
Stacie Fain, Airport Manager, 970.879.9042 or [email](mailto:stacie@wheat.com)

137 10th Street, P.O. Box 775088, Steamboat Springs, Colorado 80477-5088
970.879.2060 * 970.879.8851 (fax) * steamboatsprings.net

Appendix A

Public Involvement Summary

Public Open Houses

The project team hosted three public open house meetings open to all interested community members. The purpose of these meetings was to inform the public of project progress, to solicit input, and gather information for development of the preferred alternative. Meetings were advertised through the project email distribution list via Constant Contact and on the project website. The open houses were informal open houses where interested parties could stop in as desired to view boards and meet with project team members. Comment cards and project fact sheets were available at all open houses.

Each public open house focused on informing the public of specific tasks being focused on by the project team. Meeting sign in sheets and copies of boards or presentations are included for review.

NOTE: Boards for open house #1 were reused for open house #2 and #3.

Figure 4. Public Open House #1 (January 2019) - Issues, Inventory, and Forecasts



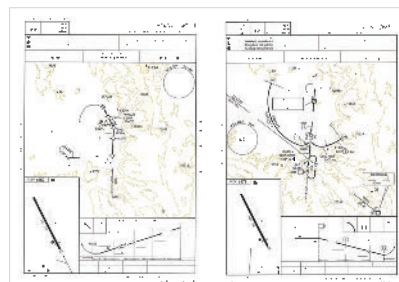
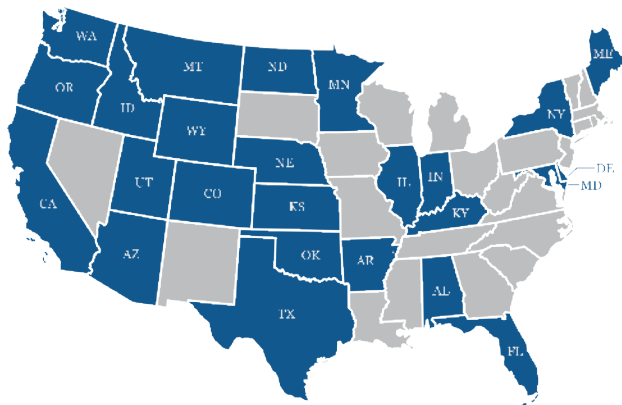
Master Plan Goals:

- Provide a graphic representation of existing airport features, future airport development and anticipated land use.
- Establish a realistic schedule for implementation of the proposed development.
- Identify a realistic financial plan to support the development.
- Validate the plan technically and procedurally through investigation of concepts and alternatives on technical, economic and environmental grounds.
- Prepare a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.
- Establish a framework for a continuous planning process.

What are the steps?

- Pre-planning** – The pre-planning process usually includes an Initial Needs Determination, Request for Proposal and Consultant Selection, Development of Study Design, Negotiation of Consultant Contract, and Application for Study Funding.
- Public Involvement** – Once the project starts, a public involvement program is begun to identify and document the key issues for various stakeholders and solicit input.
- Environmental Considerations** – A clear understanding of the environmental requirements needed to move forward with proposed projects in the recommendations.
- Existing Conditions** – An inventory of all pertinent airport data.
- Aviation Forecasts** – Forecasts of aeronautical demand for short-, medium-, and long-term time frames.
- Facility Requirements** – Assess the ability of the existing airport infrastructure, both airside and landside, to support the forecast demand. Identify the demand levels that will trigger the need for facility additions or improvements, and estimate the extent of new facilities that may be required to meet that demand.
- Alternatives Development and Evaluation** – Identify options to meet projected facility requirements and alternative configurations. Assess the expected performance of each alternative against a wide range of evaluation criteria, including its operational, environmental, and financial impacts. A recommended development alternative will emerge from this process and will be further refined in subsequent tasks. This will also aid in developing the purpose and need for subsequent environmental documents.
- Airport Layout Plans** – One of the key products of a master plan is a set of drawings that provides a graphic representation of the long-term development plan for an airport. The primary drawing in this set is the "Airport Layout Plan". Other drawings are usually included as well, depending on the size and complexity of the individual airport.
- Facilities Implementation Plan** – Provides a summary description of the recommended improvements and associated costs. The schedule of improvements depends, in large part, on the levels of demand that trigger the need for expansion of existing facilities.
- Financial Feasibility Analysis** – Identifies a financial plan for the airport, describes how the sponsor will finance the projects recommended in the master plan, and demonstrate the financial feasibility of the program.

Aircraft Registration for Aircraft Visiting SBS



Instrument Approach Plates for Steamboat Springs Airport - Bob Adams Field

Appendix A

Public Involvement Summary

Steamboat Springs Airport
Bob Adams Field
MASTER PLAN

Runway Design Codes

Example Aircraft

	A-I Cessna 182*
	A-II Cessna 208*
	B-I Cessna 340*
	B-II Beechcraft King Air 90*
	B-III Cessna Citation Ultra
	C-II Bombardier Challenger 600
	C-III Gulfstream V
	D-III Gulfstream G650

*Intended for aircraft weighing 12,500lbs or less

Aircraft Design Classifications

Aircraft Approach Category	Airplane Design Group
A Approach speed less than 91 knots.	I Tail Height [ft.(m)] <20' (<6m) Wingspan [ft.(m)] <49' (<15m)
B Approach speed 91 knots but less than 121 knots.	II 20' - <30' (6m - <9m) 49' - <79' (15m - <24m)
C Approach speed 121 knots but less than 141 knots.	III 30' - <45' (9m - <13.5m) 79' - <118' (24m - <36m)
D Approach speed 141 knots but less than 166 knots.	IV 45' - <60' (13.5m - <18.5m) 118' - <171' (36m - <52m)
E Approach speed 166 knots or more.	V 60' - <66' (18.5m - <20m) 171' - <214' (52m - <65m)
	VI 66' - <80' (20m - <24.5m) 214' - <262' (65m - <80m)

General Aviation Airport Category

Group (Number of airports)	Description	Function (Varies among individual airports)
National (84)	Serves national-global markets Very high levels of activity with many jets and multi-engine propeller aircraft averaging about 200 total based aircraft, including 30 jets	Emergency Preparedness/Response
Regional (467)	Serves regional-national markets High levels of activity with some jets and multi-engine propeller aircraft averaging about 90 total based aircraft, including 3 jets	Critical Community Access
Local (1,236)	Serves local-regional markets Moderate levels of activity with many jets and multiengine propeller aircraft averaging about 33 total based aircraft and no jets	Other Aviation Specific Functions
Basic (668)	Often serving critical aeronautical functions within local/regional markets Moderate to low levels of activity averaging about 10 propeller-driven aircraft and no jets	Commercial, Industrial, and Economic Activities
		Destination and Special Functions

Steamboat Springs Airport
Bob Adams Field
MASTER PLAN

Airport Design

Example Aircraft

	B-II Pilatus PC-12
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Existing Runway Conditions

Item	Runway 14	Runway 32
Design Group:		
Aircraft Approach Category:	Category B Approach speed 91 knots but less than 121 knots.	
Airplane Design Group:	Group II Tail height 20'-<30'; wingspan 49' -<79'	
Orientation	SE	NW
Length	4,452 feet	
Width	100 feet	
Surface Type	Asphalt	
Weight Capacity	Single Wheel: 50,000 lbs. Double Wheel: 60,000 lbs.	
Lighting	High Intensity Runway Lighting (HIRL)	
Pavement Markings	Basic Visual	Non-Precision
Traffic Pattern	Right	Left
Runway End Identifier Lights (REIL)	No	Yes
Precision Approach Path Indicators (PAPI)	No	Yes



B-II Design Standards



B Aircraft



B Aircraft

Design Criteria

Runway	
Length	Variable
Runway Width	75'
Crosswind Component	13
Runway center to Taxiway center	240'
Runway Safety Area (RSA)	
Length Beyond Departure End	300'
Length Prior to Threshold	300'
Width	150'
Runway Object Free Area (ROFA)	
Length Beyond Runway End	300'
Length Prior to Threshold	300'
Width	500'
Primary Surface	
Width	500'
Length	RWY-400'
Approach Slope	
Widths	1,000' to 4,000'
Length	Appx. 10,000'
Slope	>3:1
Runway Protection Zone	
Length	1,000'
Inner Width	500'
Outer Width	700'
Total Acres	13.77

Instrument Approach no lower than 3/4 mile visibility



Representative Design Aircraft

SBS Fleet Mix



Sample Aircraft Influencing Design Standards at SBS

- Pilatus PC-12
- Cessna Citation
- Beechcraft King Air

Expected Critical Aircraft Design Standards – B-II

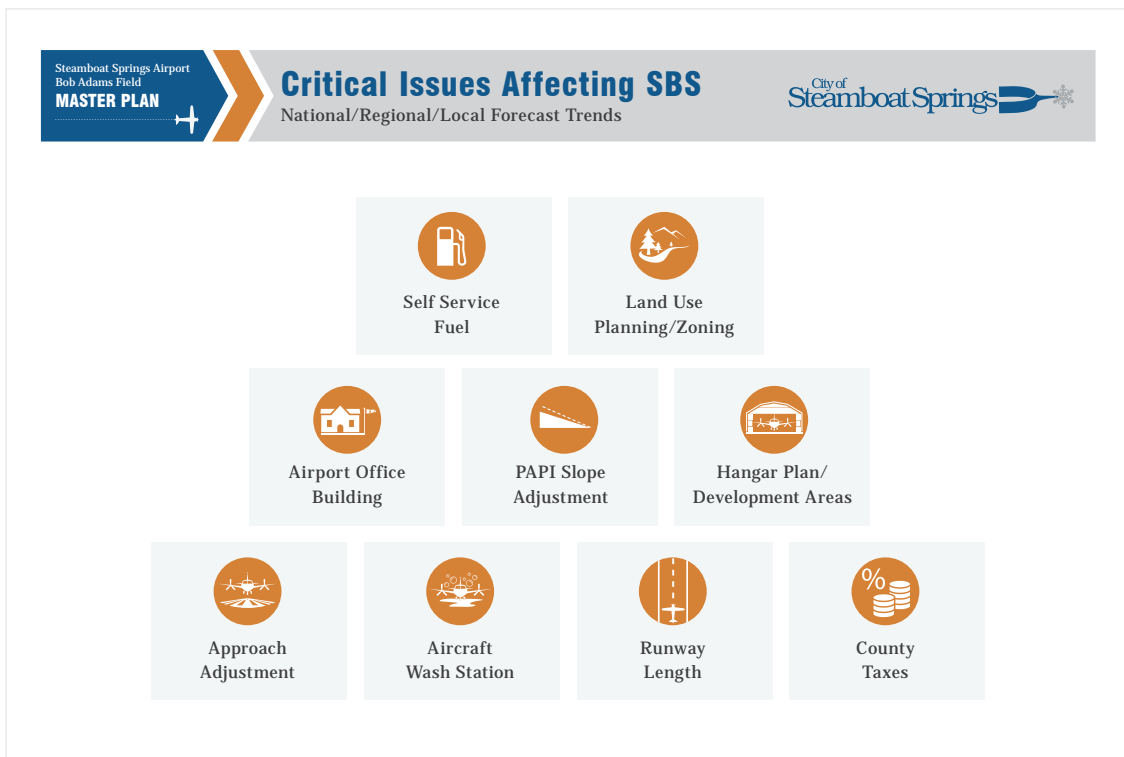
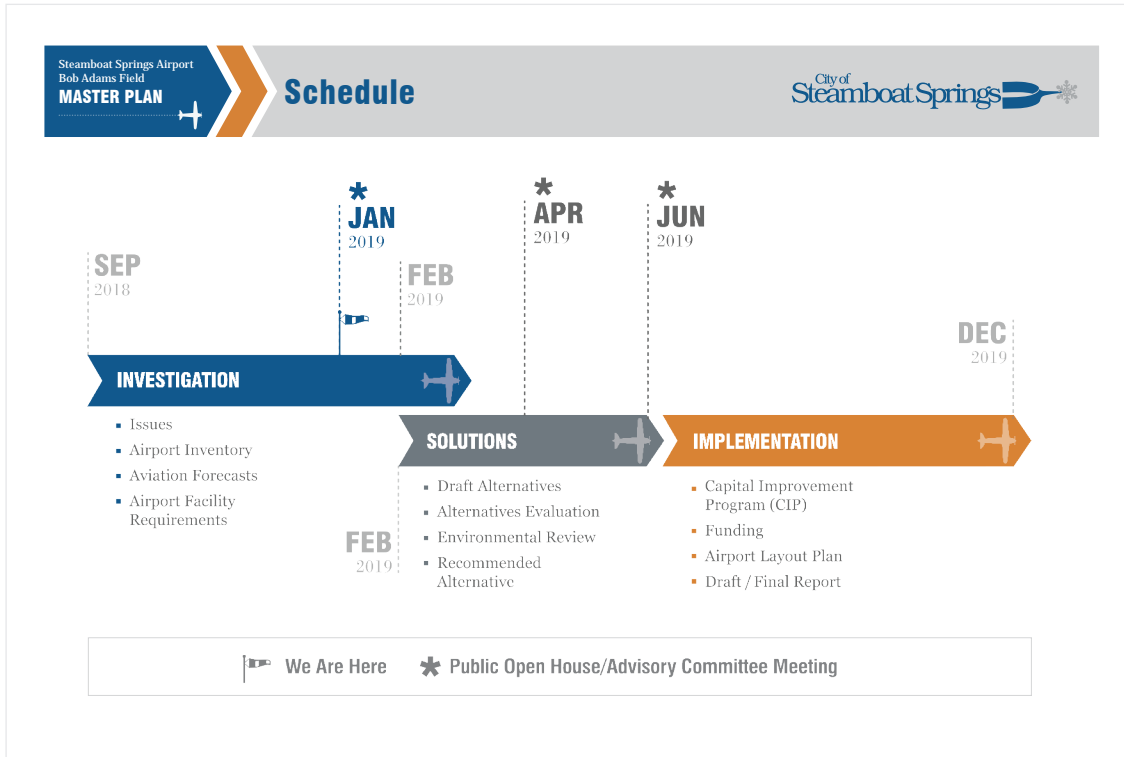
- Approach Speeds of less than 121 knots
- Wingspans of less than 79 feet
- Maximum weights less than 12,500 lbs

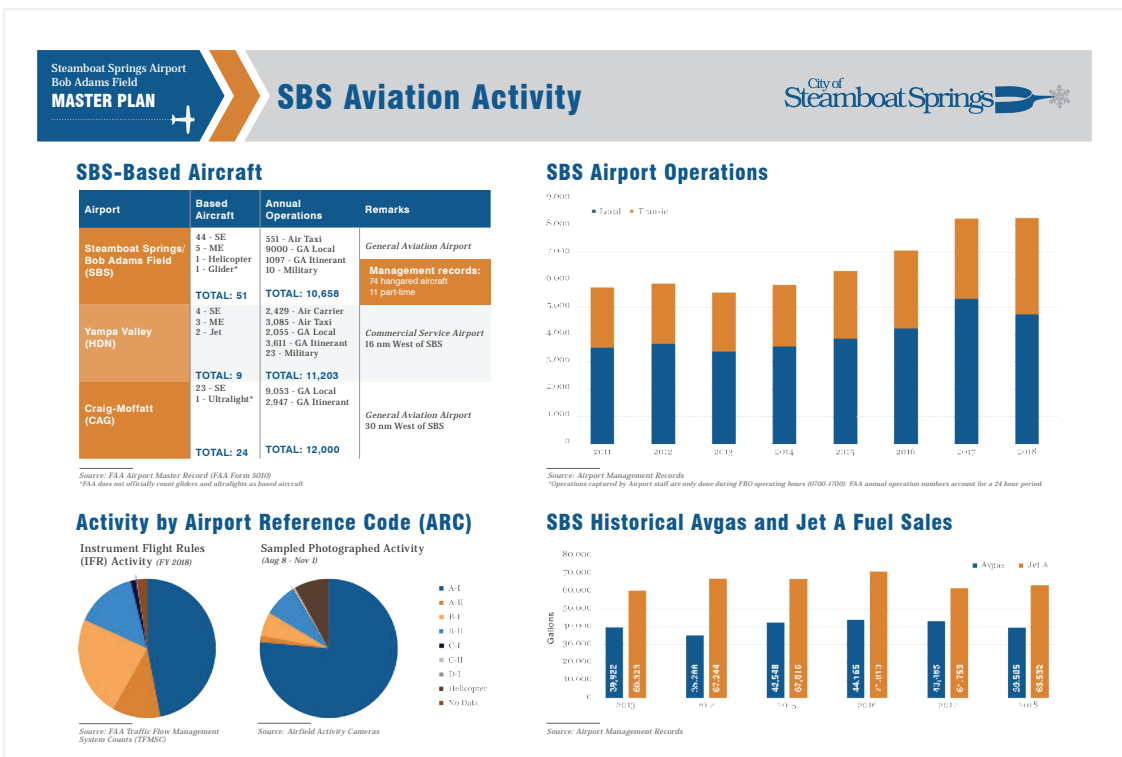
Typical SBS aircraft fleet mix includes

- Cessna, Beech, Mooney, Piper and other light prop aircraft
- Cessna 208, Pilatus PC-12, Beech King Air and similar prop jets
- Cessna Citation and similar light turboprop jets
- Assorted helicopters

Appendix A

Public Involvement Summary





Appendix A

Public Involvement Summary

Steamboat Springs Airport
Bob Adams Field

MASTER PLAN



Steamboat Springs Airport
Bob Adams Field
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How can you participate?

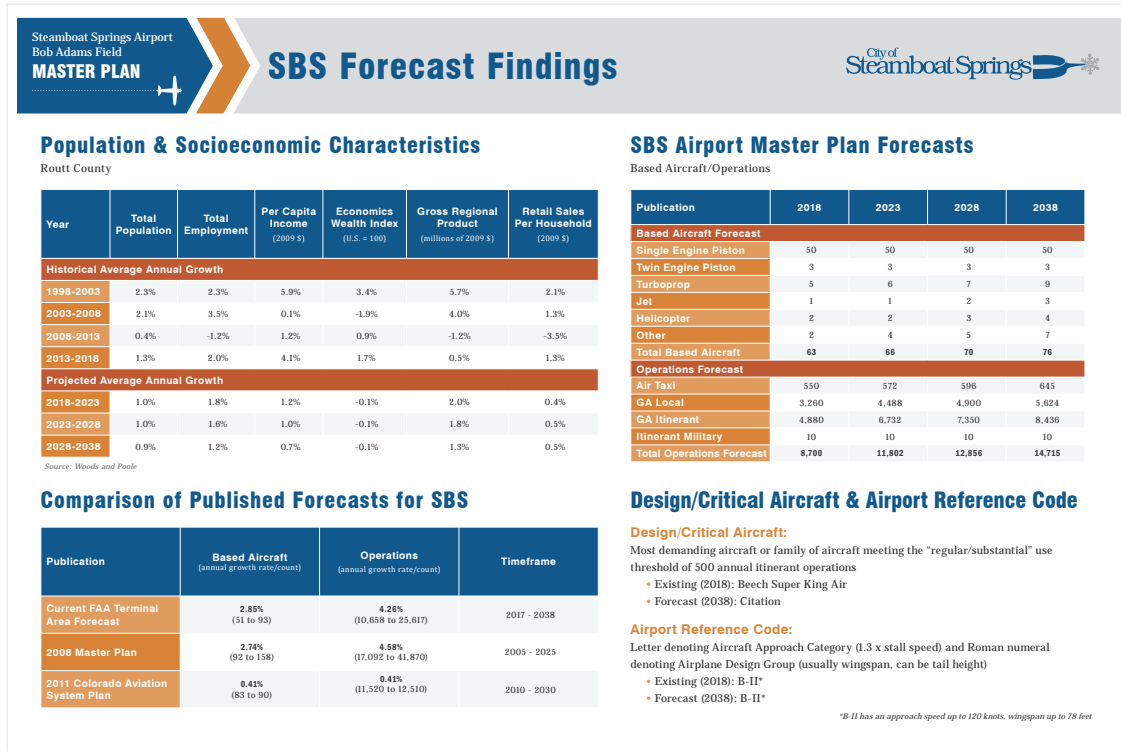
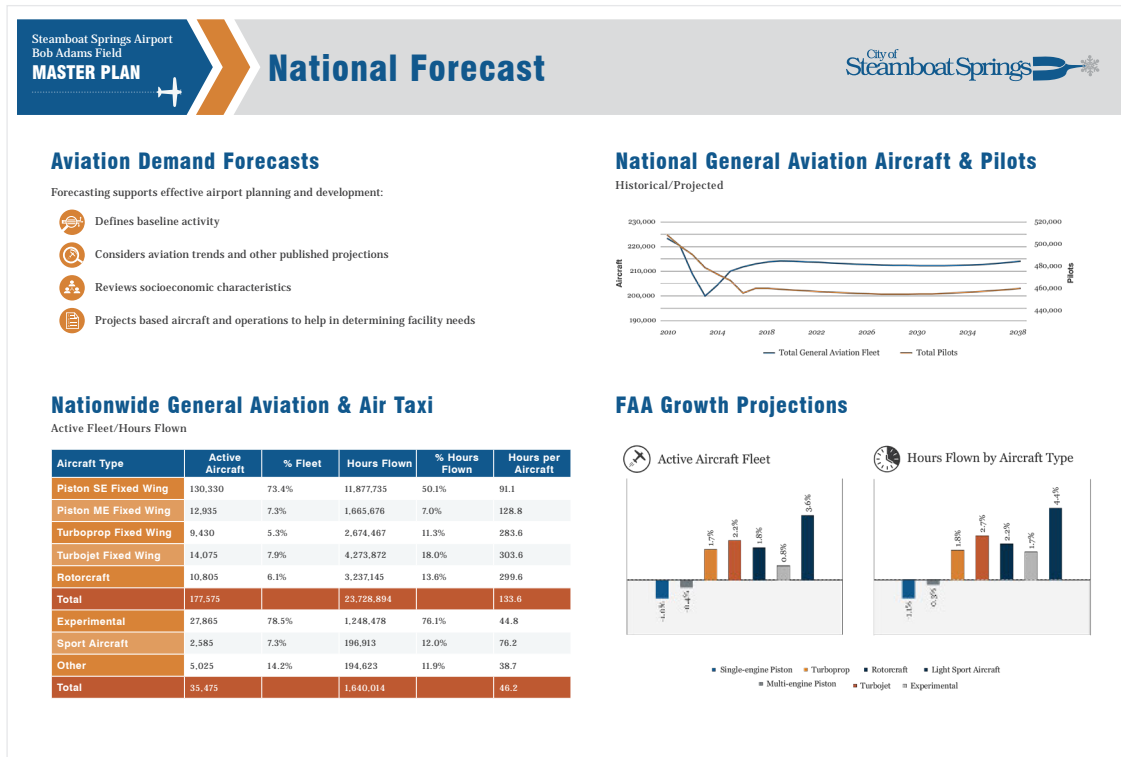
We would love to have your comments!

Please write your comments on the provided post-it notes and stick it to this display board. It's as simple as that! Your comments will be reviewed, discussed and included as part of the master planning process. (Comment cards are also available below)



Leah Henderson | Project Manager:
SteamboatSpringsAirportMasterPlan@DOWL.com
www.Steamboatsprings.net/airport

Figure 5. Public Open House #2 (May 2019) - Facility Requirements and Alternatives



Appendix A

Public Involvement Summary

Steamboat Springs Airport
Bob Adams Field
MASTER PLAN

B-II Design Standards

Runway Length Analysis

Runway 14-32	Mean Daily Maximum Temperature of the Hottest Month of Year: 82°F (July) Airport Elevation: 6881.9 feet (MSL) Service: Small Aircraft (less than 12,500 lbs.) Current Length: 4,452 feet
Small airplanes with less than 10 passenger seats:	
% of Small Airplanes with less than 10 passenger seats	FAA Recommended Runway Length
95%	8100'
100%	8200'
Small airplanes with 10 or more passenger seats:	
% of Small Airplanes with 10 or more passenger seats	FAA Recommended Runway Length
N/A	N/A

Source: FAA Advisory Circular 150/5325-4B, Runway Length Requirements for Airport Design

Runway Design Recommendations (All Standards Met)

Runway Imaginary Protection Surfaces	RWY 14/32 (1 1/4 mile Visibility)	FAA Requirement B-II (1 1/4 mile Visibility)	Meets Standard
Runway Safety Area (RSA)			
Length Beyond End of Runway	300'	300'	✓
Width	150'	150'	✓
Runway Object Free Area (ROFA)			
Length Beyond End of Runway	300'	300'	✓
Width	500'	500'	✓
Runway Protection Zone (RPZ)			
Length	1000'	1000'	✓
Inner Width	500'	500'	✓
Outer Width	700'	700'	✓
Acres	13.770	13.770	✓
Runway Separations			
Aircraft Holding Position	200'	200'	✓
Parallel Taxiway	300'	240'	✓
Aircraft Parking Area	360'	250'	✓

Source: FAA AC 150/5300-13A "Airport Design"
Contributing Data: Current ARC Design B-II, Runway 14 RNAV (GPS) non-precision approach 1 1/4 mile

Steamboat Springs Airport
Bob Adams Field
MASTER PLAN

B-II Design Standards

Dimension Requirements

Part 77 Standards for SBS

Surfaces	RWY 14/32	FAA Requirement	Meets Standard
Horizontal Surface			
Height	150'	150'	✓
Arc Radius	10,000'	10,000'	✓
Conical Surface			
Slope	20:1	20:1	✓
Horizontal Distance	4,000'	4,000'	✓
Primary Surface			
Distance from Runway End	200'	200'	✓
Width	500'	500'	✓
Approach Surface (begins at the end of the primary surface)			
Inner Edge Width	500'	500'	✓
Outer Edge Width	3,500'	3,500'	✓
Horizontal Distance	10,000'	10,000'	✓
Slope Required (Existing Slope)	3:1	3:1	✓

Other than Utility Runway: Runway intended for use of aircraft of 12,500lbs or more
Current: SBS RNAV (GPS) VOR-DME Circling Approach RWY 14-32 – non-precision – 1/4 mile visibility

1 – To meet 100% of small GA fleet only

2 – FAA recommendation of a full parallel taxiway for a basic airport – accommodation not always possible. Existing taxiway exceeds dimensional requirements

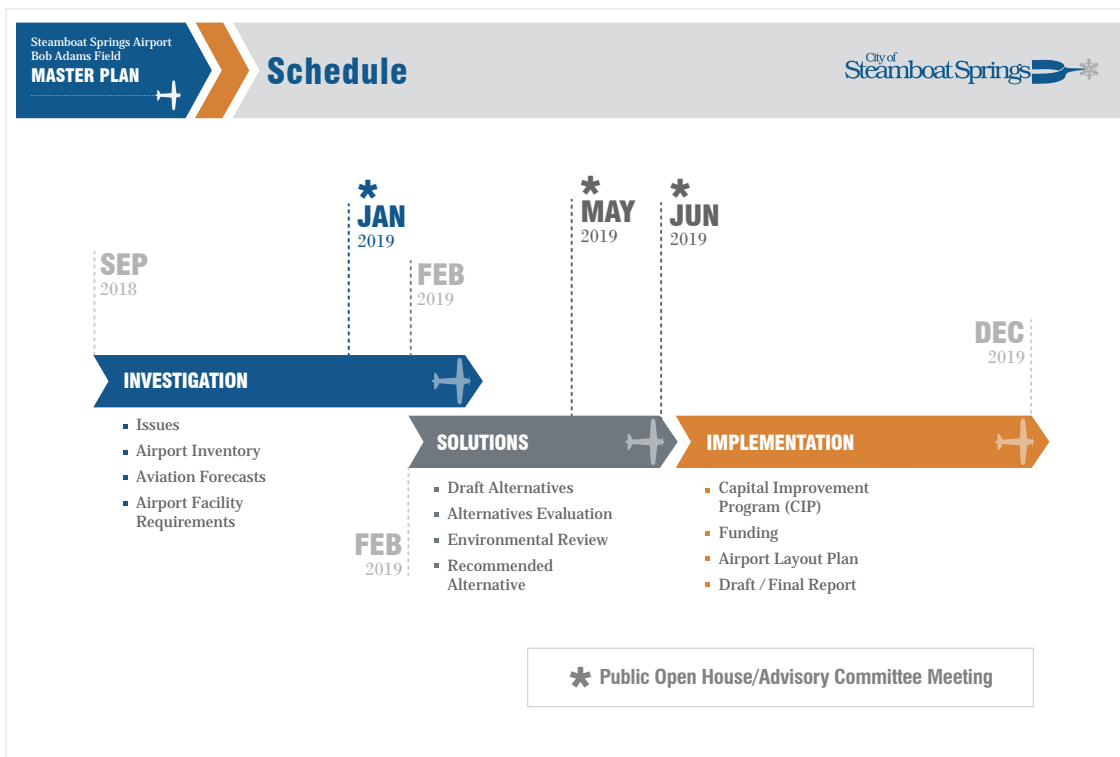
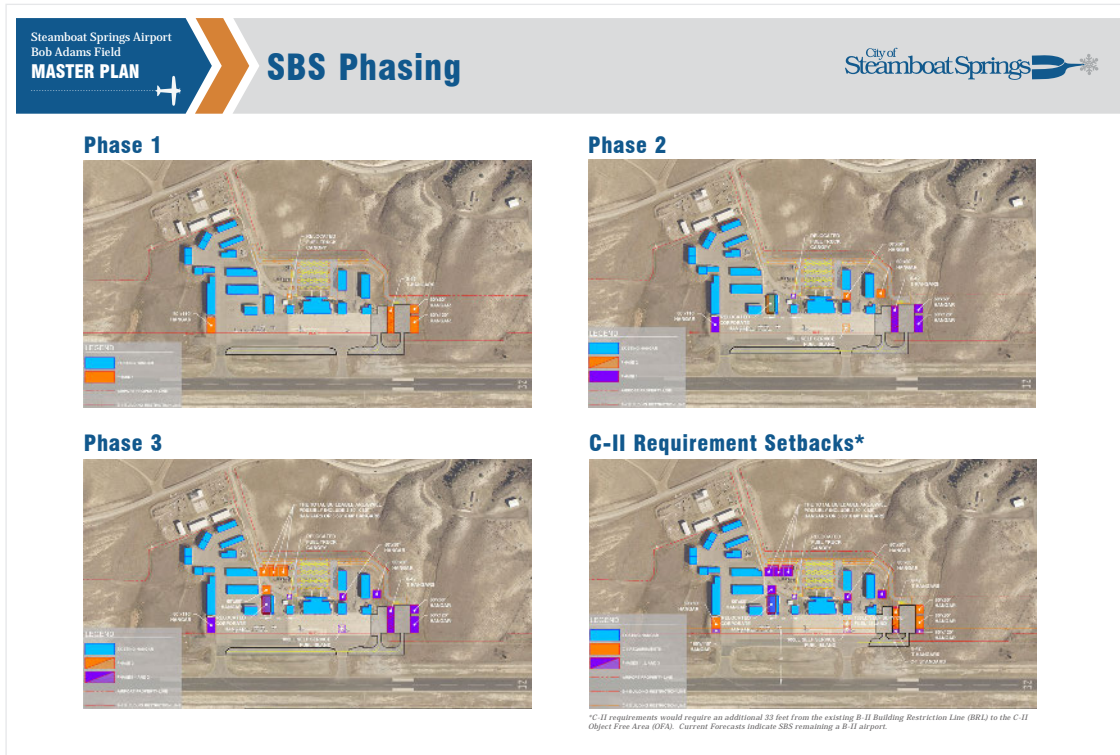
3 – The runway is built to 50,000 pounds single wheel (80,000 pounds double wheel); however, ALL paved surfaces need to be considered in determining proper weight bearing strength

4 – The airport has wildlife fencing but the USDA State Airport Wildlife Biologist states that full alerting of the fence is needed to prevent small animals from entering the airfield.

FAA B-II Summary

Dimensional and Airfield, Airspace, Facility, Infrastructure and Support Requirements for SBS

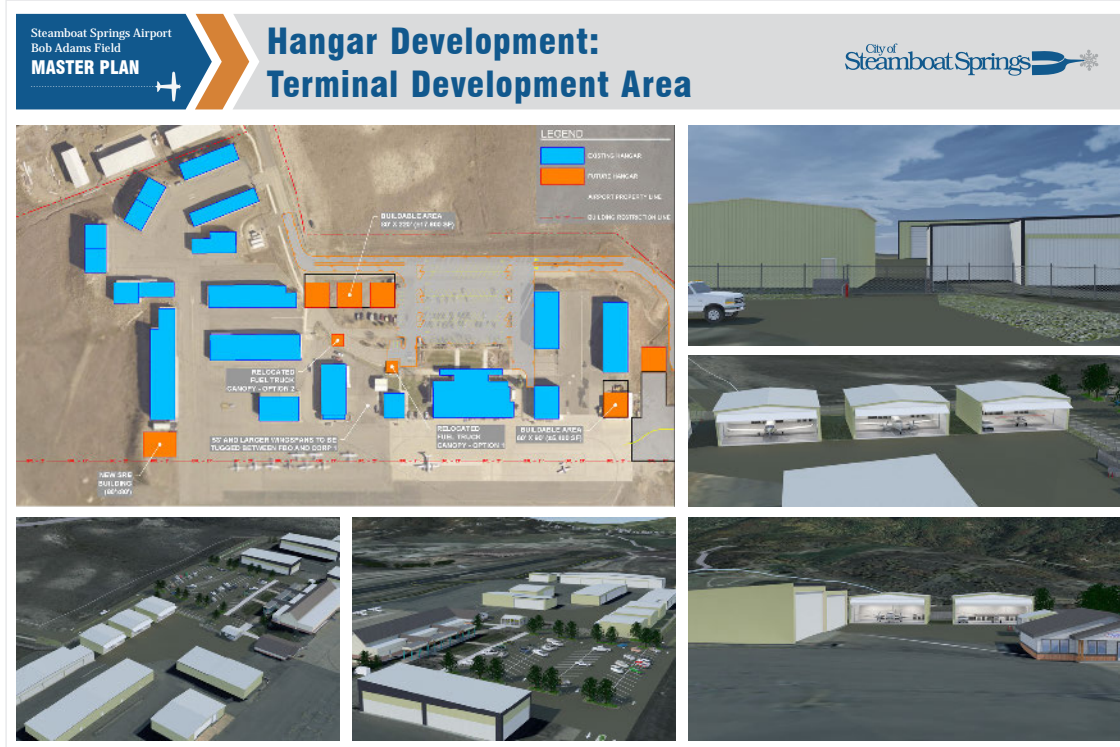
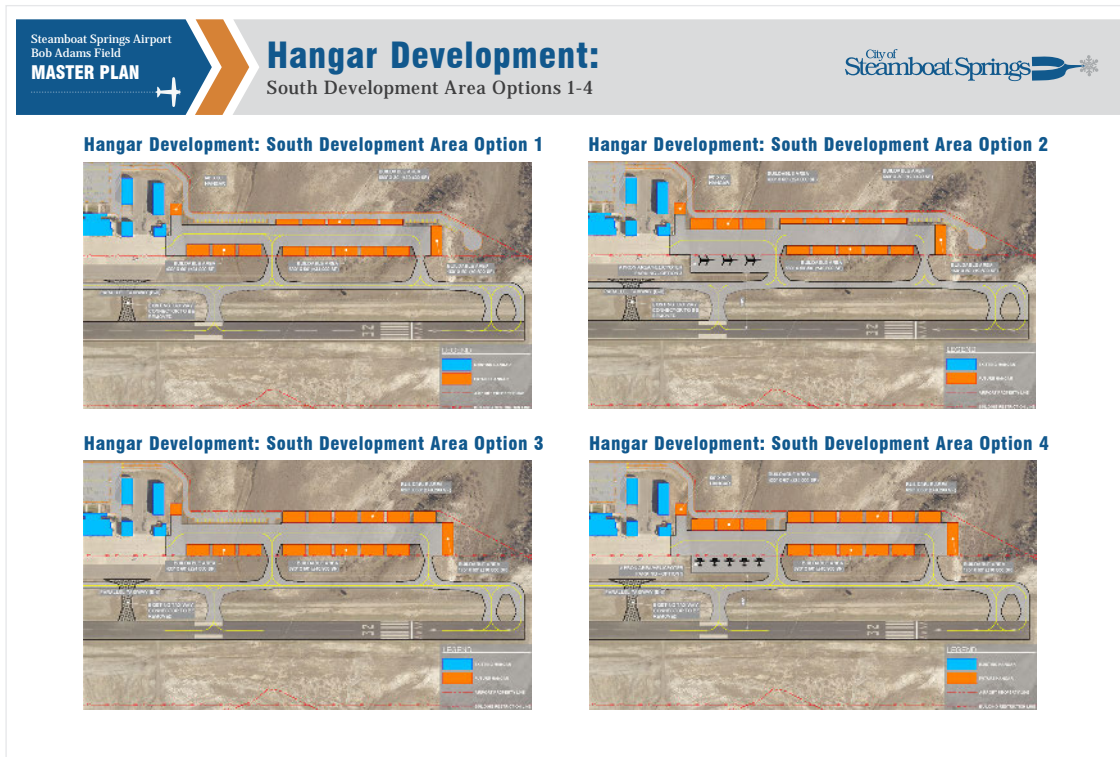
Item	Current Design Standards	Required or Recommended	Meets Standards
Airfield and Airspace Requirements			
ARC to Meet Fleet Mix Demand	B-II	B-II	✓
Runway			
Orientation	97.68%	95%	✓
Length	4452'	8200' (1)	✗ (1)
Width	100'	75'	✓
Separation Standards	See section 1.1.4 above	See section 1.1.4 above	✓
Runway Pavement Condition	Avg. PCI = 70	Avg. PCI = >70	✓
Taxiway			
Full or partial parallel	Yes	Yes (2)	✗ (2)
Width	TWY A: 50'	240'	✓
TWY B: 65'	35'	250'	✓
Separation Standards	See section 1.1.4 above	See section 1.1.4 above	✓
Taxiway Pavement Condition	Avg. PCI = 78	Avg. PCI = >70	✓
Pavement Design Strengths	50,000 lbs. (3)	30,000 lbs. (3)	✓ (3)
Airfield Separation Standards (RPZ, RSA, ROFZ)	See section 1.1.4 above	See section 1.1.4 above	✓
Airspace Separation Standards (Part 77)	See section 1.1.5 above	See section 1.1.5 above	✓
Other Airfield Considerations			
Signing, Marking, Lighting, NavAids, UNICOM, Communications, Weather, and IAP Considerations	Compliance with FAA AC 150/5340-1L and other ACs	Compliance with FAA AC 150/5340-1L and other ACs	✓
Airport Infrastructure, facilities and support requirements			
Hangars	At 100% Capacity	Develop New Areas	✗
General Aviation Related Development			
Apron/Transient Parking	17 tie-downs	No specific minimums	✓
Apron Pavement Condition	Avg. PCI = 77	Avg. PCI = >70	✓
Terminal/Pilot Lounge	Existing	Updated facility	✓
Support Facilities			
ARFF/SRE Equipment and Storage	Existing (Outdated)	Updated SRE units	✗
Fuel Storage	24,200-gal capacity	No specific minimum	✓
Public Access and Parking	20 spots designated for FBO Use	No specific minimum	✓
Fencing	Complete Wildlife Fence	100% protection (4)	✓ (4)
Utilities	Existing	No specific minimums	✓



Appendix A

Public Involvement Summary

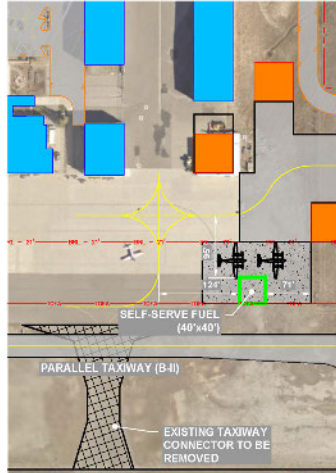
Figure 6. Public Open House #3 (June 2019) - Recommended Alternative



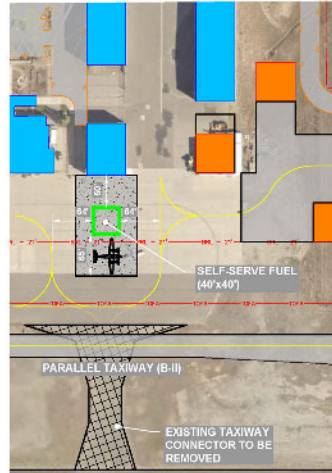


Self-Serve Fuel Location Options 1-2

Option 1



Option 2



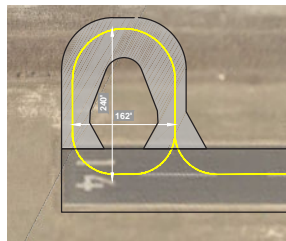
LEGEND

■	EXISTING HANGAR
■	FUTURE HANGAR
---	AIRPORT PROPERTY LINE
---	BUILDING RESTRICTION LINE

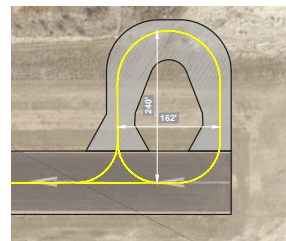


Taxiway Turnaround Options

North Turnaround



South Turnaround



Appendix A

Public Involvement Summary



Steamboat Springs Airport
Bob Adams Field
MASTER PLAN

Helicopter Parking Options 1-3

City of Steamboat Springs

Option 1

HELICOPTER PARKING AREAS (100' X 100') (TURF OR PAVEMENT)

Option 2

PARALLEL TAXIWAY (B-II) HELICOPTER PARKING AREAS (100' X 100')

Option 3

APRON & RAMP/EMBER PARKING - CP 111/113
PARALLEL TAXIWAY (B-II)
EXISTING TAXIWAY CONNECT OR TO BE REMOVED

Steamboat Springs Airport
Bob Adams Field
MASTER PLAN

Aircraft Wash Station Options 1-2

City of Steamboat Springs

LEGEND

- EXISTING HANGAR
- FUTURE HANGAR
- AIRPORT PROPERTY LINE
- BUILDING RESTRICTION LINE

WASH STATION - OPTION 1

WASH STATION - OPTION 2



Runway Extension and Displaced Threshold Options

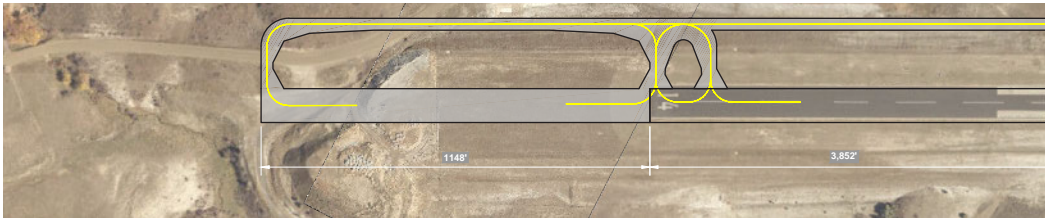


Option 1: Existing Runway Layout



Length = 3,852' from existing threshold

Option 2: Extension to 5,000 Feet



Length = 5,000' from existing threshold

Appendix A

Public Involvement Summary

Advisory Committee Meetings

A Master Plan Advisory Committee with aviation and non-aviation advisors was formed and called upon to comment on the master plan process and findings. This committee was made up of aviation interests, community members, and other stakeholder representatives, and advised the master planning team at key stages of the project. This committee met three times throughout the project. Though not a part of the committee, the FAA Denver Airport District Office and Colorado Department of Transportation – Division of Aeronautics was invited to all Advisory Committee Meetings.

The project team let all participants know that the Advisory Committee meetings were a working dialogue and if participants wished to submit a formal comment, they should do so in writing. At the end of each Advisory Committee meeting.

Advisory Committee members included:

Full Name	Organization
Randall Hannaway	Aircraft Owners and Pilots Association (AOPA), Airport Support Network (ASN)
Erin Orr	Butcherknife Brewing, NW CO Account Manager
Scott Storie	CDOT, Aviation Planner
Chris Leary	City of Steamboat Springs, Airport Maintenance Senior Technician
Stacie Fain	City of Steamboat Springs, Airport Manager
Ben Beall	City of Steamboat Springs, Engineer
Rebecca Bessey	City of Steamboat Springs, Planning Director

Full Name	Organization
Beryl Lenk	City of Steamboat Springs, Public Works Coordinator
Jon Snyder	City of Steamboat Springs, Public Works Director
Eric Smith	EAS Architecture & SBS Airport Tenant
Brandon Champagne	Enterprise, Assistant Manager
John Sweeney	FAA, CO Planner
Linda Bruce	FAA, CO Planner
Tom Fox	Fox Construction, Senior Business Advisor & SBS Airport Tenant
Jeff Messinger	Lions Club, President
Dave Rasmussen	SBS Lead Pilot, Classic Air Medical
Carl Marbach	SBS, Airport Tenant
Steve Koonce	SBS, Airport Tenant
Scott Middleton	SBS, Airport User, Chief Pilot Rural Partners in Medicine
Dr. Eric F. Meyer	SBS, Airport User
John Bristol	Steamboat Chamber, Director of Economic Development
David Franzel	Yampa Valley Airport Commission, Commissioner



City Council Meetings

The project team attended two (2) City of Steamboat Springs City Council meetings. The first meeting was in May of 2019 and provided an update on the master plan project along with discussion on the needs of the airport which included zoning, ground lease investigation and maintaining grant assurances. The second meeting was held in February of 2020 and updated the City Council on the results of the forecast and presented the preferred alternative and implementation plan for the preferred alternative projects.

Yampa Valley Airport Commission Meetings

The project team attended one (1) Yampa Valley Airport Commission meeting in June 2019 at the Steamboat Springs Airport – Bob Adams Field FBO to provide an update on the master plan project and to discuss specific topics related to the project.

Comments (Collection & Reporting)

Comments received by the project team electronically (email/website), by phone, or in writing were considered formal public comments.

Formal public comments and project team responses were recorded in a comment database.

APPENDIX B

Survey Summary



Q1 Please enter your contact information

Answered: 48 Skipped: 3

ANSWER CHOICES	RESPONSES	
Name	100.00%	48
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email	89.58%	43
Phone Number	85.42%	41

#	NAME	DATE
1	Jack McClurg	12/19/2018 2:47 PM
2	Stacie Faiin	12/19/2018 7:14 AM
3	John Williams	12/19/2018 7:07 AM
4	Eric Meyer	11/29/2018 6:15 PM
5	Bruce Allbright	11/29/2018 5:01 PM
6	jeffrey lake	11/21/2018 7:59 AM
7	Randall Hannaway	11/13/2018 2:07 AM
8	Kirk Stone	11/12/2018 3:16 PM
9	Cory Manning	11/12/2018 3:14 PM
10	Bryce Frankenberry	11/12/2018 3:12 PM
11	Dave Rasmussen	11/12/2018 3:08 PM
12	Daniel R Berkey	11/6/2018 9:37 AM
13	Bryan Roche	11/6/2018 9:25 AM
14	Avery Kirk	11/6/2018 7:52 AM
15	Scott Middleton	11/5/2018 7:39 AM
16	Gary Mancuso	11/5/2018 7:36 AM
17	Denny Benson	11/5/2018 7:31 AM
18	James Floyd	10/30/2018 10:51 AM
19	Steve Lydden	10/30/2018 10:46 AM
20	Robert D Clampett, J	10/23/2018 11:12 AM
21	Loren Hofer	10/22/2018 2:09 PM
22	Brian Garrett	10/17/2018 7:23 PM

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23	Thomas OConnor	10/15/2018 11:42 AM
24	Greg Rawlings	10/15/2018 7:26 AM
25	Justin	10/5/2018 7:28 AM
26	John Witte	9/28/2018 1:44 PM
27	Milo Rubin	9/27/2018 10:56 AM
28	Luster	9/27/2018 8:16 AM
29	Stephen Birch	9/26/2018 4:58 PM
30	Carl B Marbach	9/26/2018 11:10 AM
31	Luster 'Vic' Vickrey	9/26/2018 7:27 AM
32	Michael Kraft	9/26/2018 6:27 AM
33	Kent Hornor	9/26/2018 5:56 AM
34	Steve Koonce	9/25/2018 1:22 PM
35	Mary Frances Ashurasmith	9/25/2018 9:10 AM
36	Peter Marshall	9/25/2018 7:57 AM
37	Sarah Martino	9/25/2018 7:32 AM
38	Michael Rasa	9/25/2018 7:02 AM
39	Mike Kimble	9/25/2018 6:50 AM
40	Denny Benson	9/25/2018 5:50 AM
41	Richard Woodward	9/24/2018 11:19 PM
42	E Jasen beste	9/24/2018 5:52 PM
43	Lindsay Olsen	9/24/2018 5:41 PM
44	Jack McClurg	9/24/2018 5:15 PM
45	will rogers	9/24/2018 4:01 PM
46	Jeff Little	9/24/2018 3:51 PM
47	Les Liman	9/24/2018 3:34 PM
48	Scott Alperin	9/24/2018 3:23 PM

#	COMPANY	DATE
---	---------	------

There are no responses.

#	ADDRESS	DATE
---	---------	------

There are no responses.

#	ADDRESS 2	DATE
---	-----------	------

There are no responses.

#	CITY/TOWN	DATE
---	-----------	------

There are no responses.

#	STATE/PROVINCE	DATE
---	----------------	------

There are no responses.

#	ZIP/POSTAL CODE	DATE
---	-----------------	------

There are no responses.

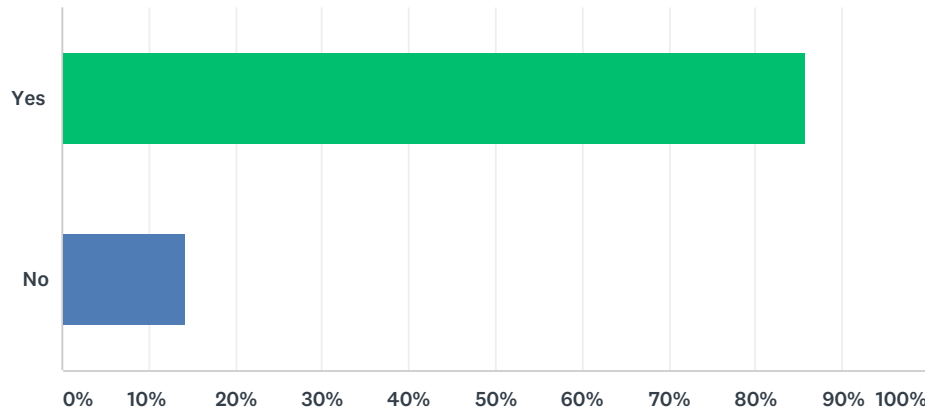
#	COUNTRY	DATE
---	---------	------

There are no responses.

#	EMAIL	DATE
---	-------	------

Q2 May we contact you for additional questions?

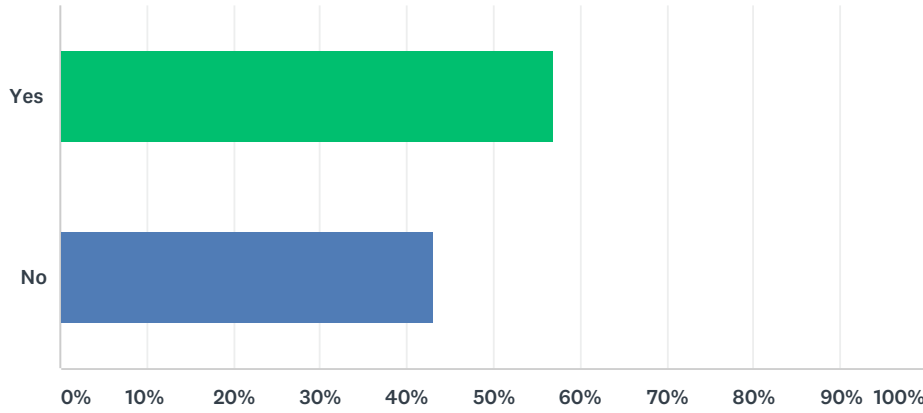
Answered: 49 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	85.71%	42
No	14.29%	7
TOTAL		49

Q3 Is your aircraft based at SBS?

Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	56.86%	29
No	43.14%	22
TOTAL		51

Q4 Please identify the make(s) & model(s) of each aircraft owned and operated at SBS: Example: Cessna 208

Answered: 26 Skipped: 25

ANSWER CHOICES	RESPONSES	
Aircraft 1	100.00%	26
Aircraft 2	26.92%	7
Aircraft 3	11.54%	3

#	AIRCRAFT 1	DATE
1	N9219A C-170A	12/19/2018 8:20 AM
2	Stemme S10S	12/19/2018 7:09 AM
3	Cirrus SR22TN	11/29/2018 5:07 PM
4	Bellanca Scout, 8GCBC	11/21/2018 10:26 AM
5	Bell 407	11/12/2018 3:18 PM
6	Bell 407	11/12/2018 3:16 PM
7	Bell 407	11/12/2018 3:14 PM
8	Bell 407	11/12/2018 3:11 PM
9	Cessna 182S	11/6/2018 9:42 AM
10	C414A	11/5/2018 7:47 AM
11	Glasair TG	11/5/2018 7:35 AM
12	Cirrus SR22	10/5/2018 7:44 AM
13	Bell 206L3	9/28/2018 1:48 PM
14	Vans RV-7A	9/27/2018 11:01 AM
15	Had a cessna 182	9/27/2018 8:22 AM
16	Rockwell Turbo Commander 840	9/26/2018 11:15 AM
17	Cessna 206	9/26/2018 6:31 AM
18	Cessna 182	9/26/2018 6:09 AM
19	Piper Seneca V	9/25/2018 1:26 PM
20	Beechcraft Bonanza	9/25/2018 9:19 AM
21	RV12is	9/25/2018 8:09 AM
22	Cirrus SR22 TN	9/25/2018 6:57 AM
23	Glasair1 tg	9/25/2018 5:53 AM
24	C172	9/24/2018 6:01 PM
25	Evolution Revo	9/24/2018 3:59 PM
26	TBM850	9/24/2018 3:39 PM

#	AIRCRAFT 2	DATE
1	Cessna T206	11/21/2018 10:26 AM
2	Cessna 182RG turbo	11/6/2018 9:42 AM

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3	BE9L	11/5/2018 7:47 AM
4	Cessna 172/182	10/5/2018 7:44 AM
5	Had a cessna 180	9/27/2018 8:22 AM
6	Cessna 182	9/25/2018 1:26 PM
7	C182s	9/24/2018 6:01 PM
#	AIRCRAFT 3	DATE
1	Cessna 172	11/6/2018 9:42 AM
2	BE20	11/5/2018 7:47 AM
3	C182rg	9/24/2018 6:01 PM

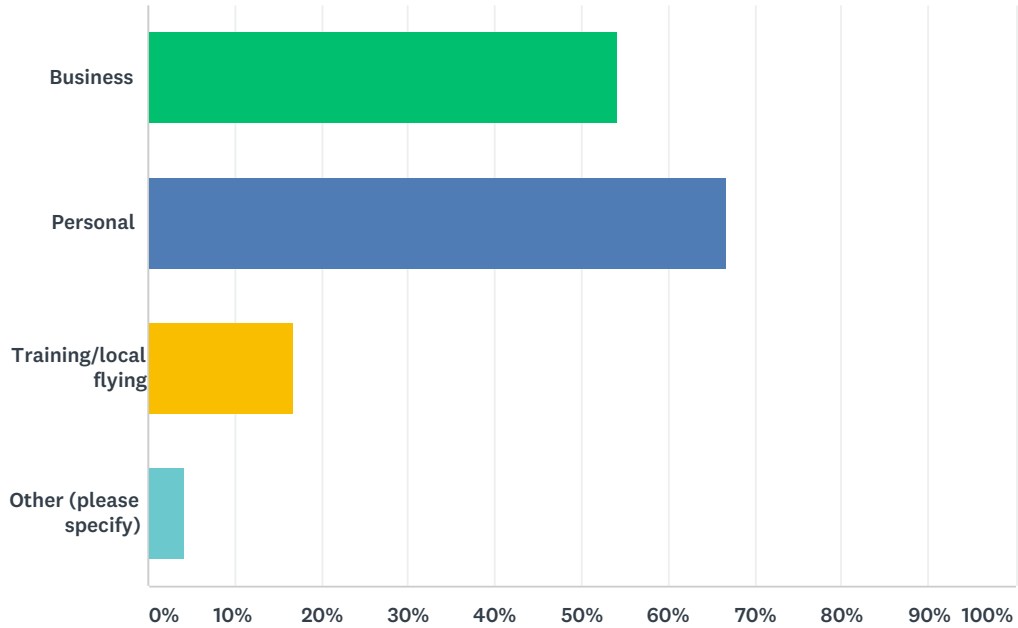
Q5 How often do you fly?

Answered: 26 Skipped: 25

#	RESPONSES	DATE
1	Weekly	12/19/2018 8:20 AM
2	2-3 times per week	12/19/2018 7:09 AM
3	Once a week	11/29/2018 5:07 PM
4	2-3 times/month	11/21/2018 10:26 AM
5	Daily	11/12/2018 3:18 PM
6	Daily	11/12/2018 3:16 PM
7	Daily	11/12/2018 3:14 PM
8	Daily	11/12/2018 3:11 PM
9	at least twice a month	11/6/2018 9:42 AM
10	5 days/week	11/5/2018 7:47 AM
11	greater than 20 times per year	11/5/2018 7:35 AM
12	Twice a week	10/5/2018 7:44 AM
13	Daily	9/28/2018 1:48 PM
14	100+ hours a year	9/27/2018 11:01 AM
15	75 hrs a year	9/27/2018 8:22 AM
16	100 hrs/yr	9/26/2018 11:15 AM
17	weekly	9/26/2018 6:31 AM
18	2 to 4 times a month, 50 to 70 hours per year	9/26/2018 6:09 AM
19	weekly	9/25/2018 1:26 PM
20	At least twice a month	9/25/2018 9:19 AM
21	2-4 times per month	9/25/2018 8:09 AM
22	once a week	9/25/2018 6:57 AM
23	Weekly	9/25/2018 5:53 AM
24	Bimonthly	9/24/2018 6:01 PM
25	3-4 days per week	9/24/2018 3:59 PM
26	weekly, 200hrs/year	9/24/2018 3:39 PM

Q6 What is the primary use of your aircraft? Please select all that apply.

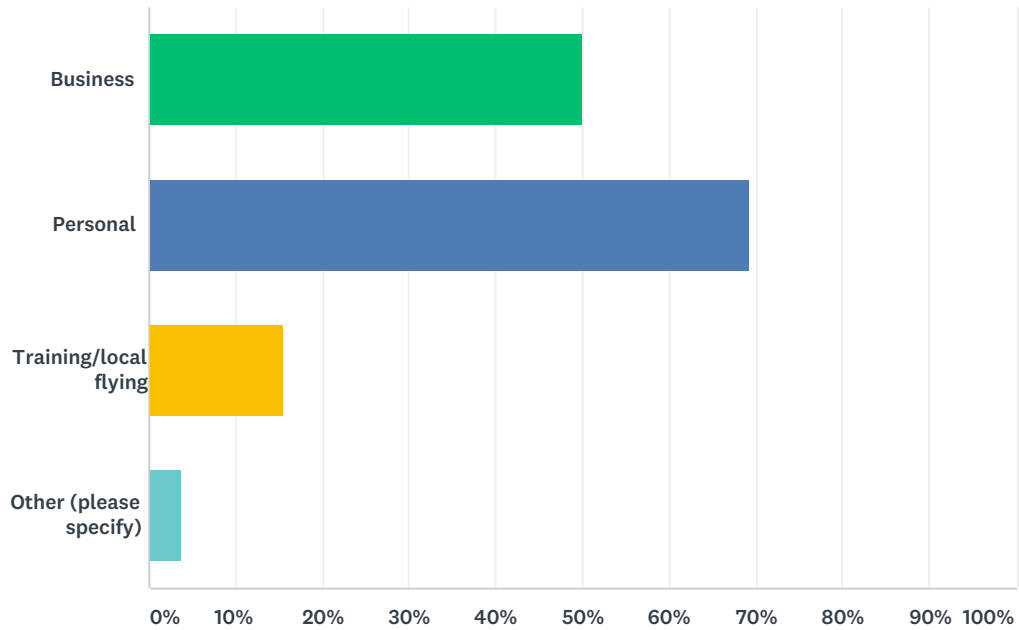
Answered: 24 Skipped: 24



ANSWER CHOICES	RESPONSES	
Business	54.17%	13
Personal	66.67%	16
Training/local flying	16.67%	4
Other (please specify)	4.17%	1
Total Respondents: 24		

Q6 What is the primary use of your aircraft? Please select all that apply.

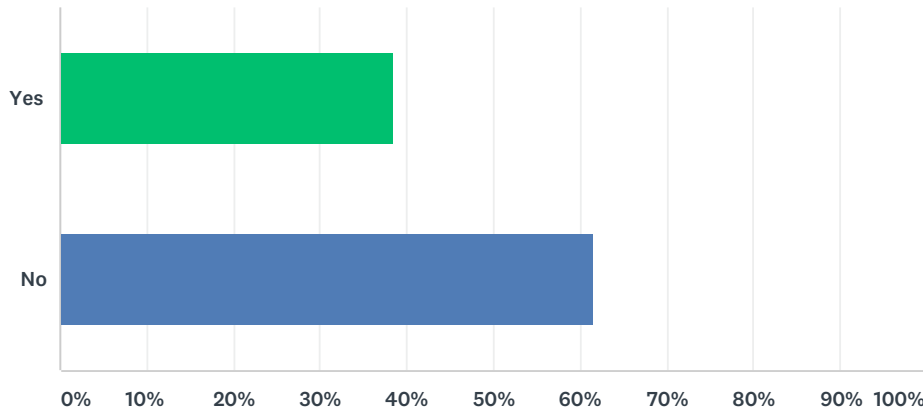
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES
Business	50.00% 13
Personal	69.23% 18
Training/local flying	15.38% 4
Other (please specify)	3.85% 1
Total Respondents: 26	

Q7 Do you own/operate a business in the Steamboat Springs area?

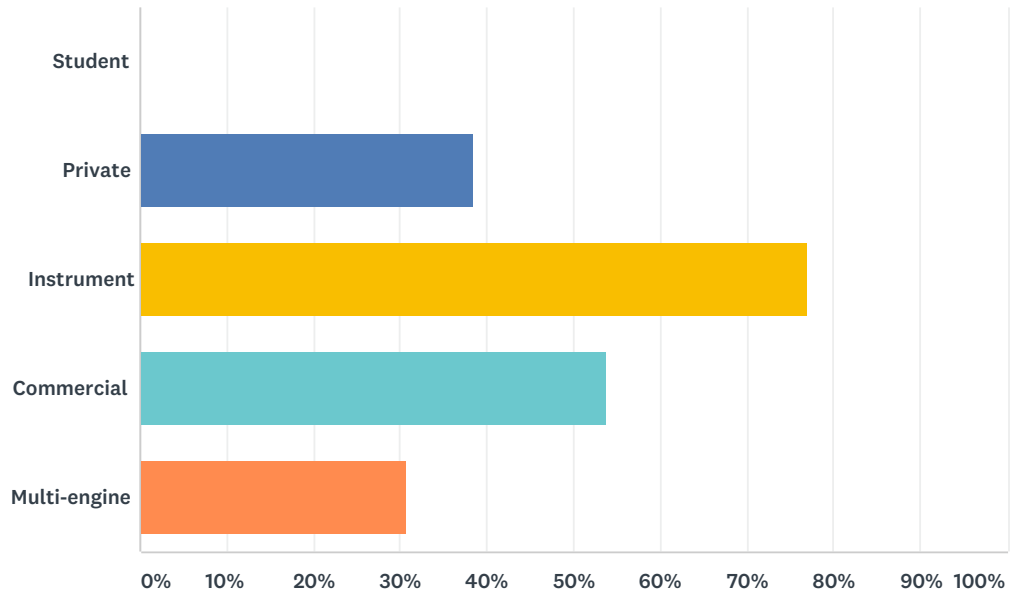
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	38.46%	10
No	61.54%	16
TOTAL		26

Q8 What type of ratings do you hold?

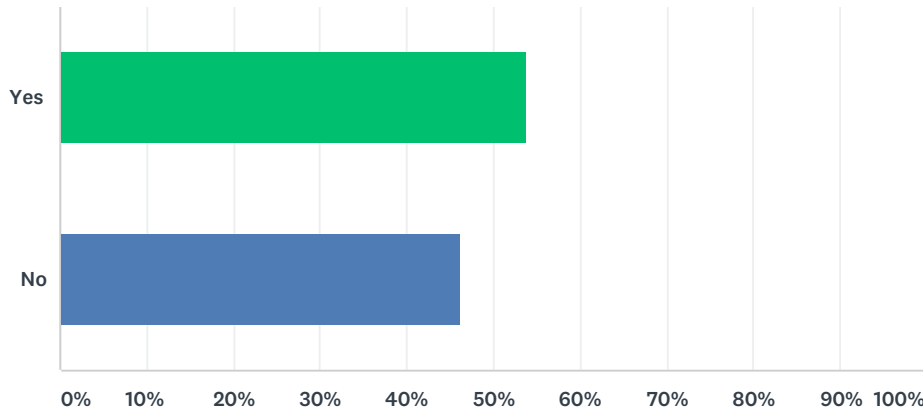
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES
Student	0.00% 0
Private	38.46% 10
Instrument	76.92% 20
Commercial	53.85% 14
Multi-engine	30.77% 8
Total Respondents: 26	

Q9 Do you use the available published instrument approaches when flying into SBS?

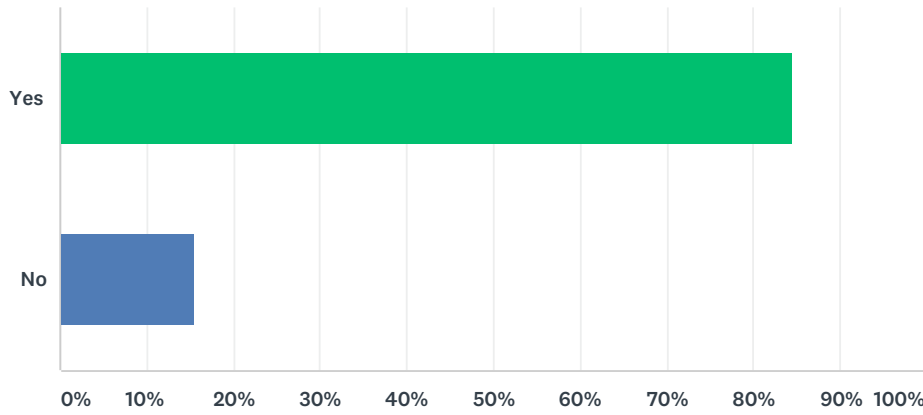
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	53.85%	14
No	46.15%	12
TOTAL		26

Q10 Is the runway length adequate for your needs?

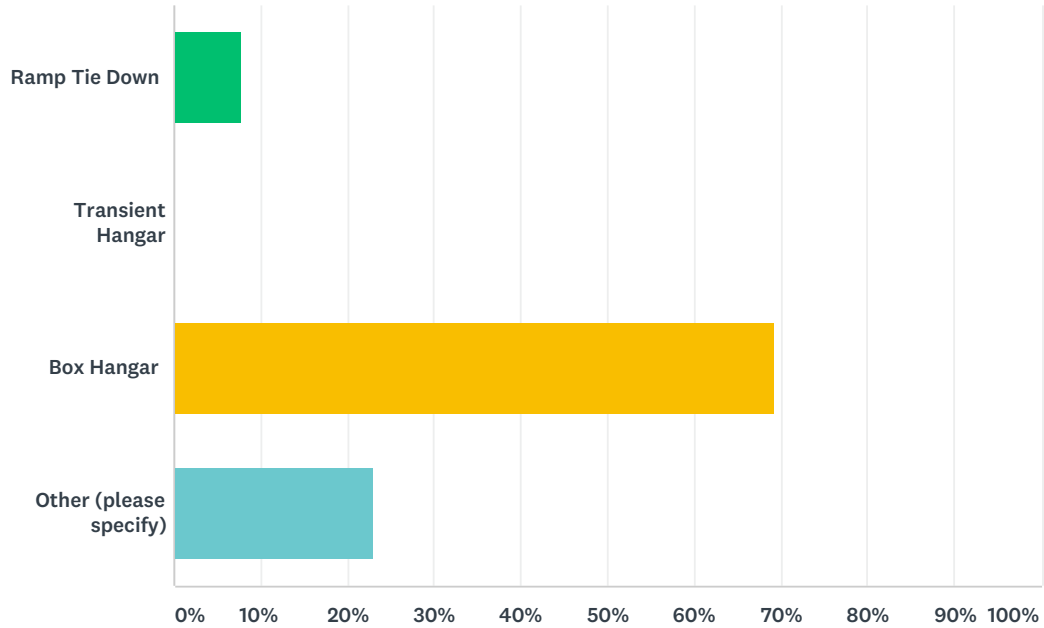
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	84.62%	22
No	15.38%	4
TOTAL		26

Q11 How do you store your aircraft when parked at SBS?

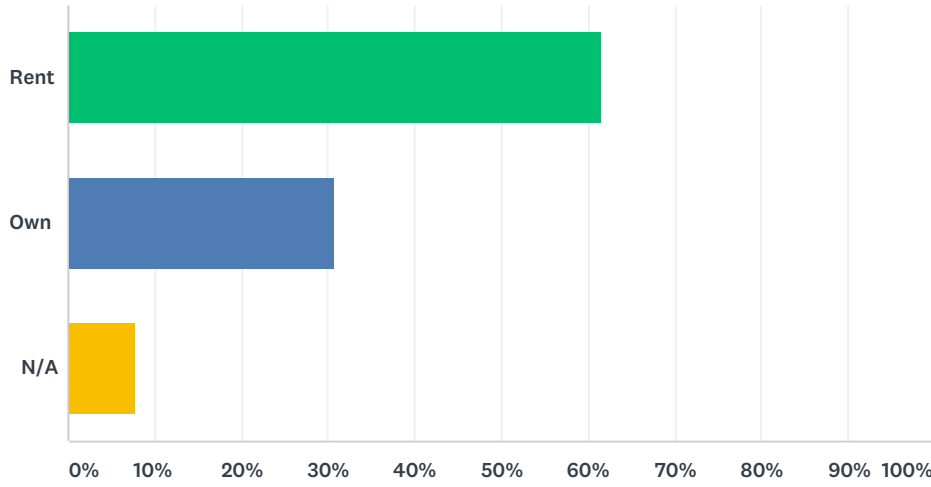
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES	
Ramp Tie Down	7.69%	2
Transient Hangar	0.00%	0
Box Hangar	69.23%	18
Other (please specify)	23.08%	6
TOTAL		26

Q12 If stored in a hangar, do you rent or own?

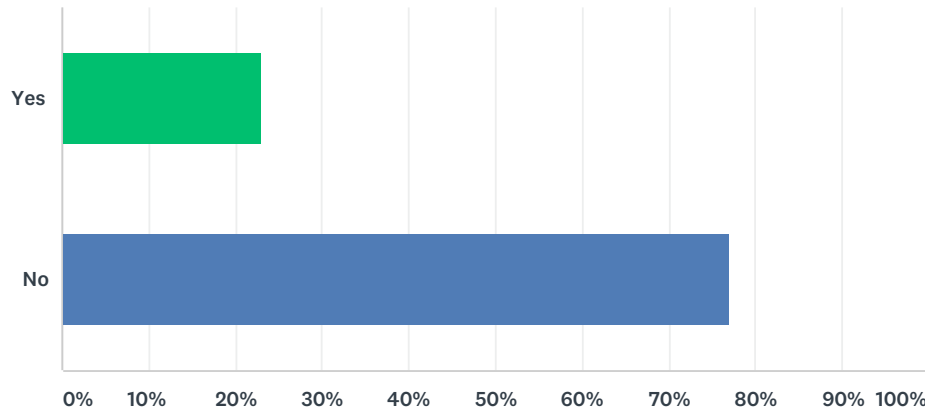
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES	
Rent	61.54%	16
Own	30.77%	8
N/A	7.69%	2
TOTAL		26

Q13 Do you desire to build a hangar at SBS?

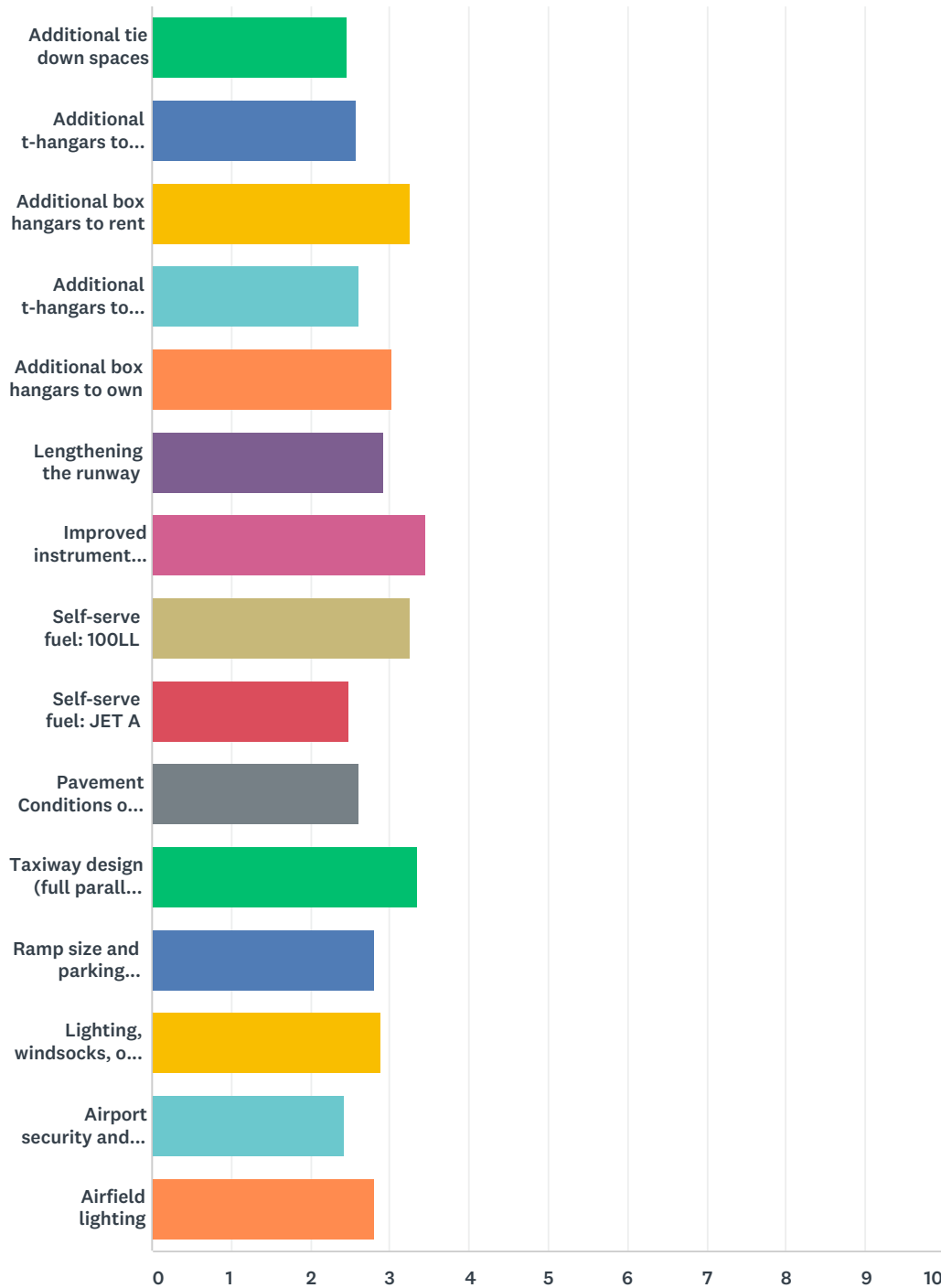
Answered: 26 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	23.08%	6
No	76.92%	20
TOTAL		26

Q14 Please rate the following airport issues/needs that should be addressed at the airport.

Answered: 26 Skipped: 25



	1 LEAST IMPORTANT	2	3 IMPORTANT	4	5 VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Additional tie down spaces	30.77%	26.92%	23.08%	3.85%	15.38%	26	2.46
	8	7	6	1	4		

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Additional t-hangars to rent	30.77% 8	26.92% 7	11.54% 3	15.38% 4	15.38% 4	26	2.58
Additional box hangars to rent	7.69% 2	15.38% 4	34.62% 9	26.92% 7	15.38% 4	26	3.27
Additional t-hangars to own	30.77% 8	19.23% 5	23.08% 6	11.54% 3	15.38% 4	26	2.62
Additional box hangars to own	15.38% 4	19.23% 5	30.77% 8	15.38% 4	19.23% 5	26	3.04
Lengthening the runway	26.92% 7	15.38% 4	23.08% 6	7.69% 2	26.92% 7	26	2.92
Improved instrument approaches	15.38% 4	11.54% 3	19.23% 5	19.23% 5	34.62% 9	26	3.46
Self-serve fuel: 100LL	30.77% 8	3.85% 1	15.38% 4	7.69% 2	42.31% 11	26	3.27
Self-serve fuel: JET A	34.62% 9	23.08% 6	15.38% 4	11.54% 3	15.38% 4	26	2.50
Pavement Conditions or strengths	11.54% 3	26.92% 7	53.85% 14	3.85% 1	3.85% 1	26	2.62
Taxiway design (full parallel, etc.)	11.54% 3	3.85% 1	38.46% 10	30.77% 8	15.38% 4	26	3.35
Ramp size and parking availability	15.38% 4	30.77% 8	19.23% 5	26.92% 7	7.69% 2	26	2.81
Lighting, windsocks, or other aids	19.23% 5	19.23% 5	26.92% 7	23.08% 6	11.54% 3	26	2.88
Airport security and/or fencing	19.23% 5	34.62% 9	34.62% 9	7.69% 2	3.85% 1	26	2.42
Airfield lighting	15.38% 4	23.08% 6	34.62% 9	19.23% 5	7.69% 2	26	2.81

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Q15 If you rated any airport issues/needs a 4 or 5, please explain why:

Answered: 20 Skipped: 31

#	RESPONSES	DATE
1	Needed for personal use and improvements needed from perspective of airport manager.	12/19/2018 8:20 AM
2	Self serve is more economical and does not require staff	11/29/2018 5:07 PM
3	Large transient hangar space is a growing need and I see as a high priority. I encourage the City (as the FBO) to purchase or build appropriate hangar space. Additional long-term hangar space is likely a current need and will certainly be a growing need as the airport use increases. Based on current hangar market costs, I suspect additional hangar development is viable now. Randall Hanaway may be the best resource here. Due to the cost of development (I have substantial background), I feel additional hangars will need to be privately developed and owned. I don't think City Council has the appetite to take on the required debt and I feel owned hangars will be more marketable and more widely used than rented hangars. The most viable hangar development area is south of the equipment building. To develop this area a partial parallel taxiway connection will be required. This parallel taxiway will be costly and without cost participation from the City, CDOT or FAA may make the hangar development cost prohibitive. Therefore, I feel a partial parallel taxiway to 32 using FAA funding should be a priority! This in my mind is likely one of the most cost-effective ways to help the airport grow, kind of a public/private partnership. I strongly suggest we consider a parallel taxiway design with a "dip" (-2% to a midpoint, then +2% to the runway end) to 1) reduce the cost of the parallel taxiway construction and 2) reduce the fill demands and costs for hangar development. I would not suggest prioritizing funding for a parallel taxiway to the north (RW 14). I am happy to participate in planning of such a project. I don't personally see a need to lengthen the runway. However, I believe lengthening the runway perhaps 600' will open airport use to a variety of additional aircraft and will result in increased airport use and development. I see runway lengthening of 600' (or so) as a future benefit and mid-level priority. I would not prioritize additional runway lengthening beyond 600'.	11/21/2018 10:26 AM
4	Use in potential IMC conditions, would not be adequate.	11/12/2018 3:18 PM
5	Inadvertent IMC recovery. Also, Easier access for our fixed wing to come in	11/12/2018 3:16 PM
6	Instrument work/inadvertent IMC recovery	11/12/2018 3:14 PM
7	Instrument approaches utilized for training & potential inadvertent IFR are inadequate for use in IFR conditions. Our fixed wing tries to come in regularly.	11/12/2018 3:11 PM
8	safety and user friendliness	11/6/2018 9:42 AM
9	Often when it is busy the tie down area is at capacity. The runway is too short to accommodate 135 ops. The IAP mins are too high. Self service fuel would be nice for after hours ops. Back Taxi is dangerous.	11/5/2018 7:47 AM
10	Approach lighting if improved approaches are pursued. Fuel is always an issue during non-business hours. And regretfully, some of the FBO staff seem put out when asked to fuel	10/5/2018 7:44 AM
11	KSBS only has a fuel truck at this time, and unreasonable hangar options. Both of these needs are critical to make KSBS a more desirable option for owners and operators. Self serve fuel is found at even the most unpopulated airports, yet is not an option in KSBS. The demand for hangars can be witnessed in the unreasonable hangar rent and sales prices currently in place at KSBS.	9/27/2018 11:01 AM
12	limited land to build on and extend the runway as well. Good instrument approaches, but flew mostly VFR. No issues with PAPI's, winter plowing did a great job keeping the lights clear. Personally doesn't use Self Service fuel – refuel after the flight and not in the morning. Pavement condition are fines. Need a partial TWY from ramp to 32, no need to go to the north. No way to expand the ramp, holidays and big days is when the space runs out. Helicopters take up a lot of space. Lighting is good. No issues with security. Airplane is in a locked hangar and combo gates helped.	9/27/2018 8:22 AM
13	The runway is a minimum length, safety would be improved with an extension	9/26/2018 11:15 AM
14	I come here in the winter and would like a rental hanger that is not overpriced. I am willing to pay \$500 per month but not \$75 per night	9/26/2018 6:31 AM

Steamboat Springs Airport - Bob Adams Field Master Plan Update

15	1. Little to no box hangers available for rent or sale. 2. Self serve fuel would be available 27/7 and hopefully a little less costly.	9/26/2018 6:09 AM
16	It would improve safety and performance margins that would allow more aircraft types to operate at the airport.	9/25/2018 9:19 AM
17	I think there is demand for more hangar space both single engine and larger. I also think that an instrument approach that did not require circling would add tremendous utility to the airport.	9/25/2018 8:09 AM
18	longer runway, more approaches, and self-serve fuel would increase safety, lower usage costs, enable other aircraft into the area, and grow the airport facility and FBO, maybe even having a restaurant located on-site	9/25/2018 6:57 AM
19	A longer runway may facilitate having a commercial service operator that could service some areas like Denver and Salt Lake City	9/24/2018 6:01 PM
20	We need a full length taxiway next to the runway. It is too time consuming & safety issue to back taxi on active runway	9/24/2018 3:59 PM

Q16 Are there any additional services you would like to see offered at SBS?

Answered: 10 Skipped: 41

#	RESPONSES	DATE
1	Site prep needed for building additional hangars.	12/19/2018 8:20 AM
2	More charter service based at SBS	11/29/2018 5:07 PM
3	The current services provided at the airport are very good. The staff is great! The key additional service that should be provided is 100LL self-serve! My only complaint with current services offered at SBS is that SBS's based fuel costs are too high. Where I fly, I rarely pay more for fuel than at SBS and generally pay fuel prices of \$0.50 - \$1.00+ less. Whatever we can do to reasonably lower based fuel prices will benefit fuel sales and transient use. I feel self-serve is key to this goal. I question if Jet fuel self-serve would be economically beneficial?	11/21/2018 10:26 AM
4	rental cars	11/6/2018 9:42 AM
5	Parking assistance for transient aircraft. Pilots unfamiliar with the airport often don't know where to park and no body is there to guide them in. Using Unicom to give guidance clutters the radio frequency.	11/5/2018 7:47 AM
6	More staff, it is so important. 3 people trying to maintain the hours at the FBO runs out real quick. One person goes on vacation and there is only 2 left. So close to restaurants down town no need to put one up at the airport. Smart wool could be replaced with – forest service right on the road to big mountain areas and hiking and biking. Like to stay away from big name companies as they will eventually move out.	9/27/2018 8:22 AM
7	Over all the management and staff at SBS are excellent! They do a great job!	9/26/2018 6:09 AM
8	Better internet availability.	9/25/2018 9:19 AM
9	None	9/25/2018 6:57 AM
10	Safety with runway contamination, ie SNOW.	9/24/2018 3:39 PM

Q17 Please provide any additional comments about the airport:

Answered: 10 Skipped: 41

#	RESPONSES	DATE
1	Diamond in the rough!	12/19/2018 8:20 AM
2	I strongly encourage the airport manager and City to work toward a common hangar ground lease and terms for owned hangars. Leases should be renewable after the initial term, perhaps subject to updated lease terms. The current uncertainty in lease renewal and terms casts a dark shadow on prospective hangar investors. For the airport to continue to grow, it is imperative there be confidence and reasonable certainty in owned hangar lease terms. For private hangar development, to be successful it is imperative the City supports and participates in the hangar development project. With the last hangar development (prior to Stacie's tenure), the City's approach was to get as much as they could out of the developer and in return offering minimal commitments, withdrawing City commitments and tried to change interpretation of long-standing City maintenance obligations. The previous developer commented that on all their previous airport hangar development projects the airport sponsors said "what can we do to help this project?". These sponsors all recognized the benefits the airport would see from hangar development. In the future, when the City advertises for a developer to fund development at SBS it is VITAL that the City support the project in any way they reasonably can, potentially including financial participation. This is particularly important at SBS, because the high development costs associated the airport soils and topographic constraints results in more challenges for on-airport development than many other airports! This is a prime example of a Public / Private partnership.	11/21/2018 10:26 AM
3	a designated self-serve aircraft washing station would be excellent	11/6/2018 9:42 AM
4	I believe that if the FBO is going to marshal in aircraft, it should not be done over CTAF. Using the AWOS to record NOTAM information is not a good use of the system. It takes valuable time away from a pilot trying to receive the most accurate wind or sky condition info for an approach.	10/5/2018 7:44 AM
5	KSBS is a wonderful, close to town Airport. Self service fuel pumps and additional hangars will truly improve this great little airport	9/27/2018 11:01 AM
6	I liked the small country airport back in the day. If you want a big airport go to Hayden. Fought a lot of times over the last 30 years to save the airport and everyone champions Hayden...but there is nothing like steamboat springs location. Important that we keep it in good shape for users and visitors.	9/27/2018 8:22 AM
7	A parallel taxiway from Alpha connector to the end of runway 32 would help flow.	9/26/2018 11:15 AM
8	None	9/25/2018 6:57 AM
9	I am distraught with the inadequate airline service offered through United express at Hayden. They use the emb 145; which is beyond its ability to dispatch reliably and cannot deal with the thunderstorms at DIA. It frequently diverts on the inbound to DIA leg because of lack of fuel reserves and then crew duty limit some in to play to ha e numerous cancellations of service to KHDN. We should be able to support clientele that want to forego the drive and get to either front range or centennial airport	9/24/2018 6:01 PM
10	Good management now.	9/24/2018 3:39 PM

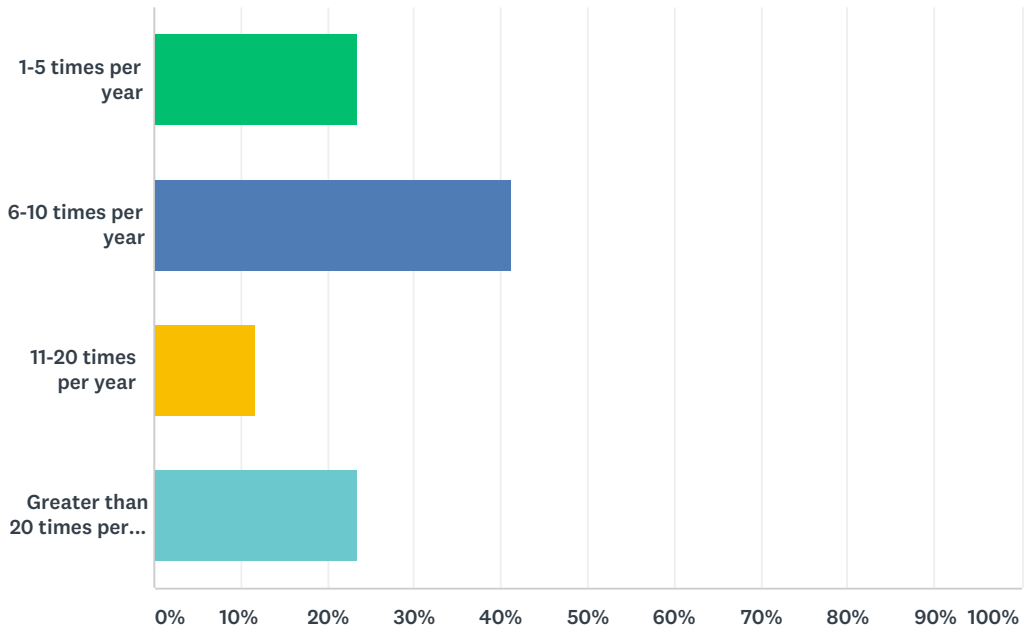
Q18 Where is your aircraft based?

Answered: 17 Skipped: 34

#	RESPONSES	DATE
1	KAPA	12/19/2018 2:53 PM
2	KHDN	11/29/2018 6:27 PM
3	Currently, do not own an aircraft. The last aircraft was based at KSBS. I expect to be purchasing a new plane in 2019.	11/13/2018 4:01 AM
4	KBJC	11/6/2018 7:56 AM
5	KBDU	11/5/2018 7:38 AM
6	Texas (Houston area)	10/30/2018 10:55 AM
7	KLBL	10/30/2018 10:48 AM
8	KFMY	10/23/2018 12:00 PM
9	KAPA	10/22/2018 2:14 PM
10	KBJC	10/17/2018 7:26 PM
11	I do not currently have a plane, but it will be based out of Steamboat Springs once I get one.	10/15/2018 7:36 AM
12	KDAL and another in KVNY	9/26/2018 5:07 PM
13	Khdn	9/25/2018 7:07 AM
14	Overseas at present, looking to move back in next 2 years	9/24/2018 11:27 PM
15	KMKC	9/24/2018 6:58 PM
16	KAPA	9/24/2018 5:25 PM
17	KCGF	9/24/2018 3:32 PM

Q19 How often do you fly into SBS?

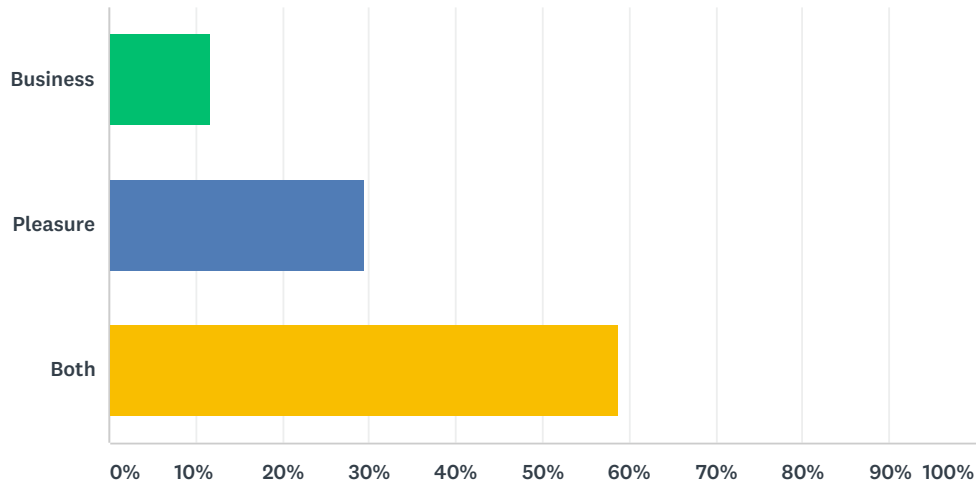
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
1-5 times per year	23.53%	4
6-10 times per year	41.18%	7
11-20 times per year	11.76%	2
Greater than 20 times per year	23.53%	4
TOTAL		17

Q20 What is your purpose of your trips to SBS?

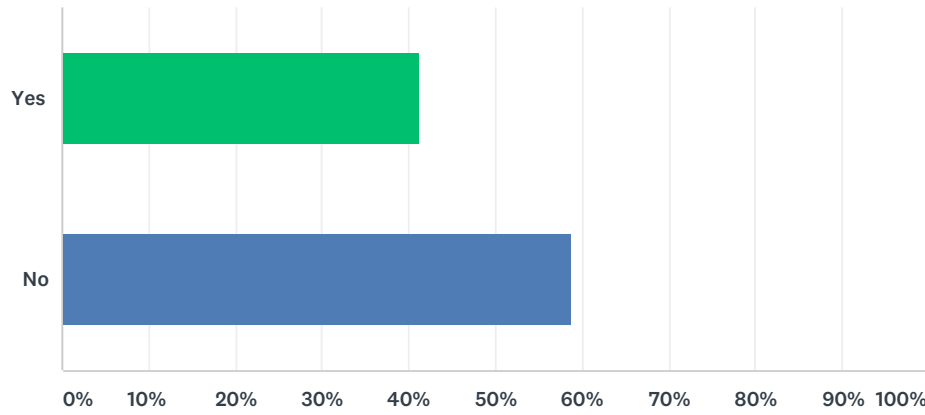
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Business	11.76%	2
Pleasure	29.41%	5
Both	58.82%	10
TOTAL		17

Q21 Do you own/operate a business in the Steamboat Springs area?

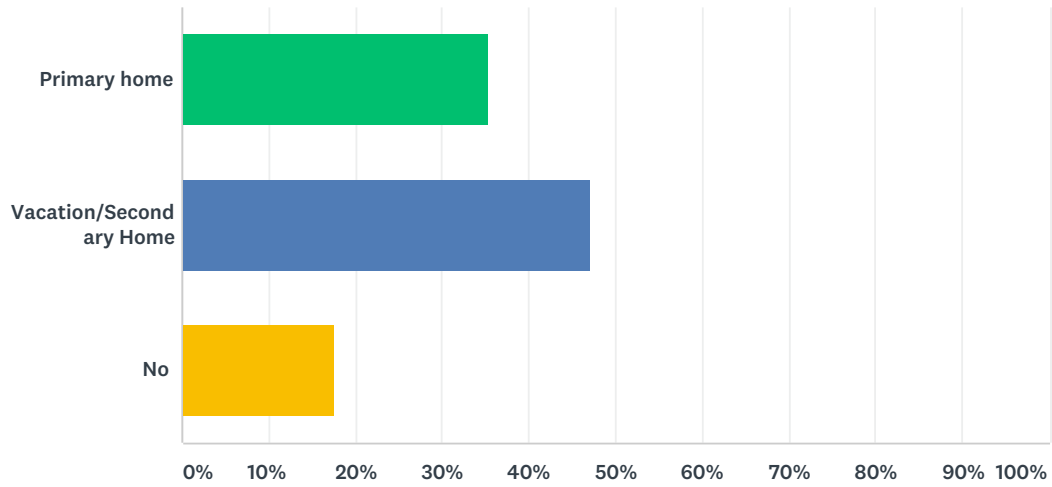
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	41.18%	7
No	58.82%	10
TOTAL		17

Q22 Do you own/rent a home in the Steamboat Springs area?

Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Primary home	35.29%	6
Vacation/Secondary Home	47.06%	8
No	17.65%	3
TOTAL		17

Q23 Please identify the make(s) & model(s) of each aircraft owned and operated at SBS: Example: Cessna 208

Answered: 17 Skipped: 34

ANSWER CHOICES	RESPONSES	
Aircraft 1	100.00%	17
Aircraft 2	17.65%	3
Aircraft 3	5.88%	1

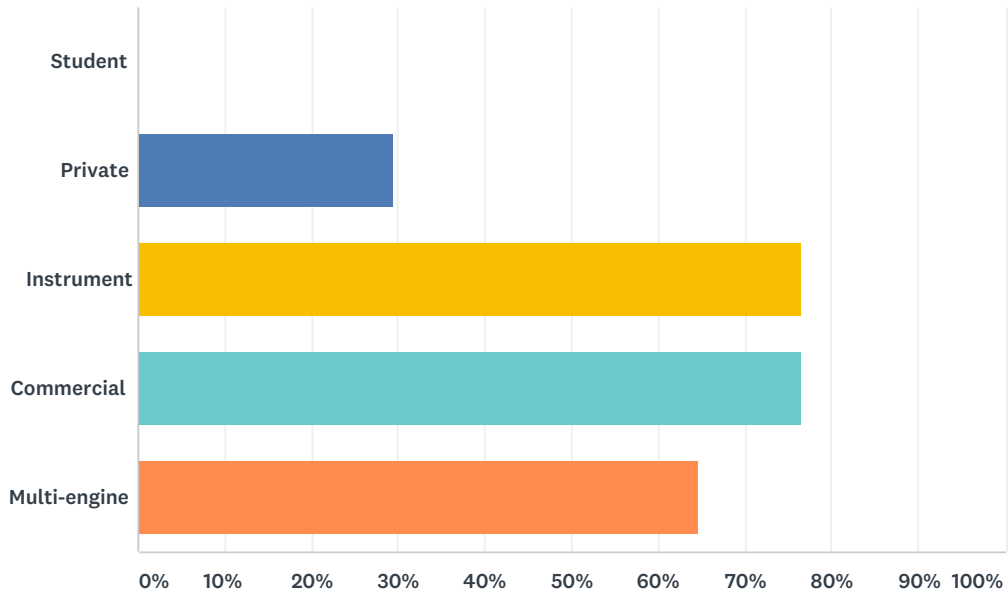
#	AIRCRAFT 1	DATE
1	Pilatus PC12	12/19/2018 2:53 PM
2	PA46-T Piper Meridian	11/29/2018 6:27 PM
3	Cessna 185 (past)	11/13/2018 4:01 AM
4	BE20	11/6/2018 7:56 AM
5	C182	11/5/2018 7:38 AM
6	PC-12	10/30/2018 10:55 AM
7	Piper Cheyenne 2XL	10/30/2018 10:48 AM
8	Piper Malibu	10/23/2018 12:00 PM
9	Pilatus PC12	10/22/2018 2:14 PM
10	Piper Dakota	10/17/2018 7:26 PM
11	Na	10/15/2018 7:36 AM
12	Beechcraft King Air C90B	9/26/2018 5:07 PM
13	Hondajet	9/25/2018 7:07 AM
14	Cessna 182	9/24/2018 11:27 PM
15	Embraer Phenom	9/24/2018 6:58 PM
16	Pilatus PC12	9/24/2018 5:25 PM
17	Piper PA-46	9/24/2018 3:32 PM

#	AIRCRAFT 2	DATE
1	Quest Kodiak (new)	11/13/2018 4:01 AM
2	Beechcraft Bonanza F33	10/17/2018 7:26 PM
3	Falcon Jet	9/25/2018 7:07 AM

#	AIRCRAFT 3	DATE
1	Piper Saratoga	10/17/2018 7:26 PM

Q24 What type of ratings do you hold?

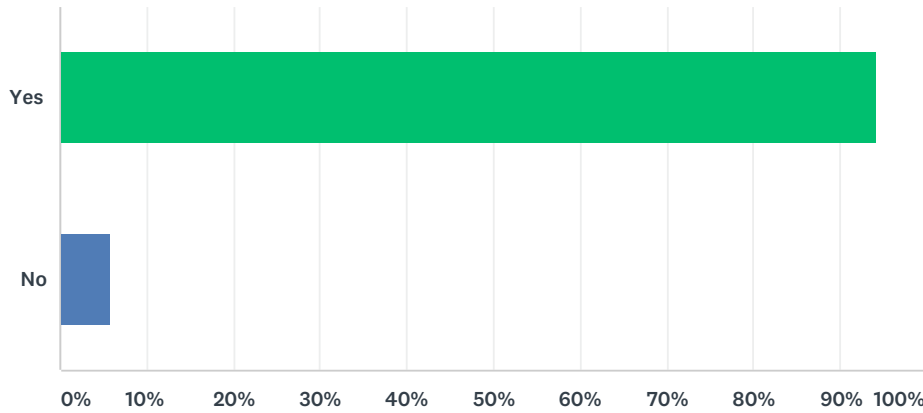
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Student	0.00%	0
Private	29.41%	5
Instrument	76.47%	13
Commercial	76.47%	13
Multi-engine	64.71%	11
Total Respondents: 17		

Q25 Do you use the available published instrument approaches when flying into the SBS?

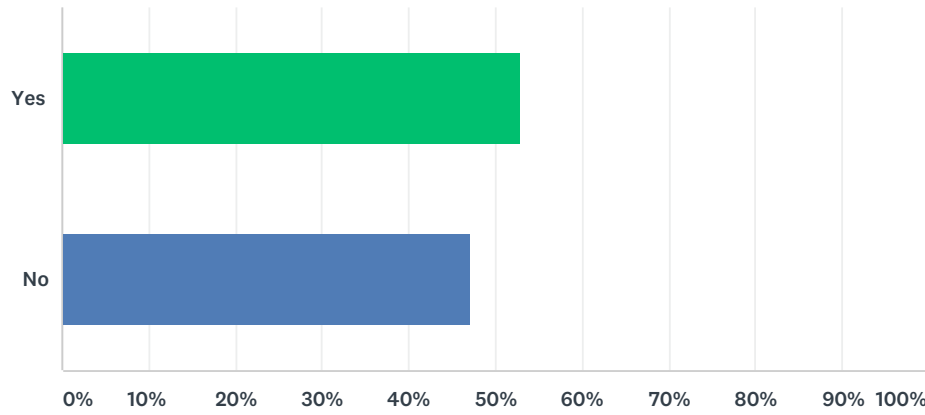
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	94.12%	16
No	5.88%	1
TOTAL		17

Q26 Is the runway length adequate for your needs?

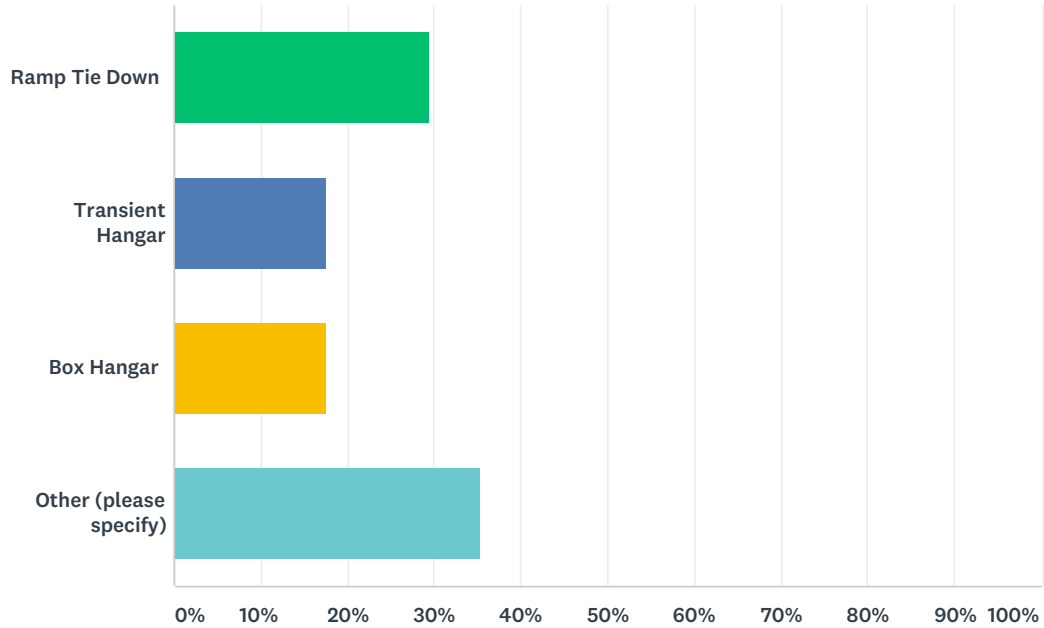
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	52.94%	9
No	47.06%	8
TOTAL		17

Q27 How do you store your aircraft when parked at SBS?

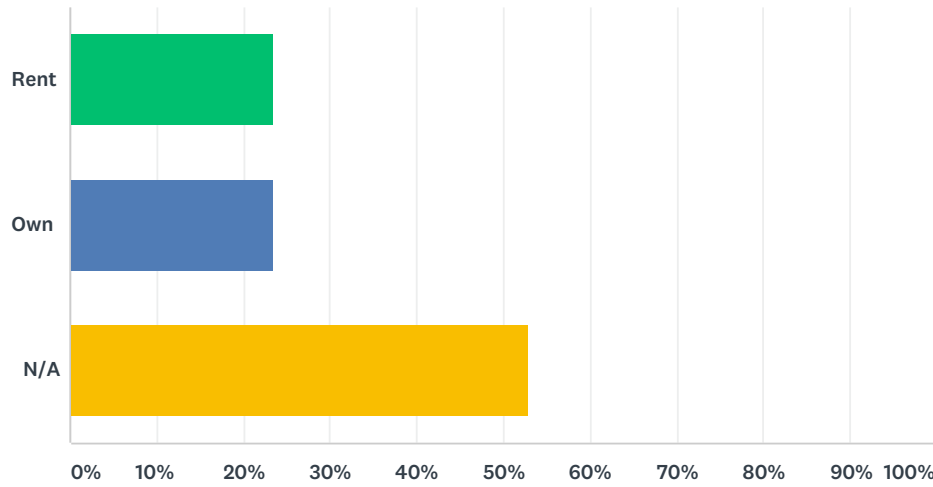
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Ramp Tie Down	29.41%	5
Transient Hangar	17.65%	3
Box Hangar	17.65%	3
Other (please specify)	35.29%	6
TOTAL		17

Q28 If stored in a hangar, do you rent or own?

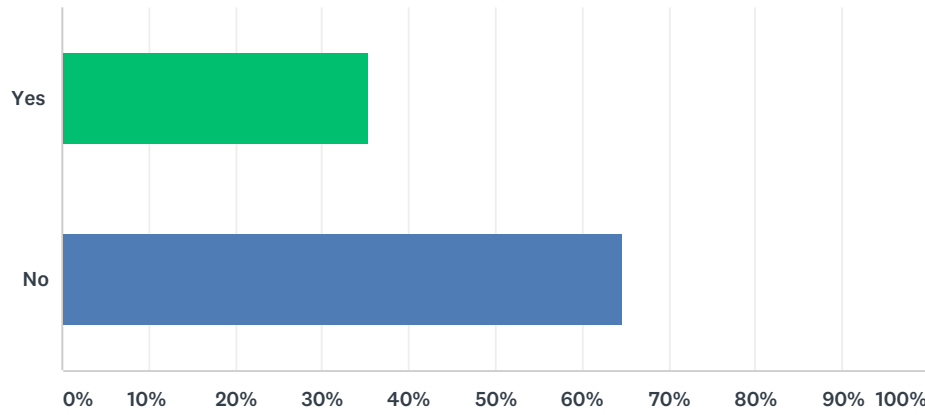
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Rent	23.53%	4
Own	23.53%	4
N/A	52.94%	9
TOTAL		17

Q29 Do you desire to build a hangar at SBS?

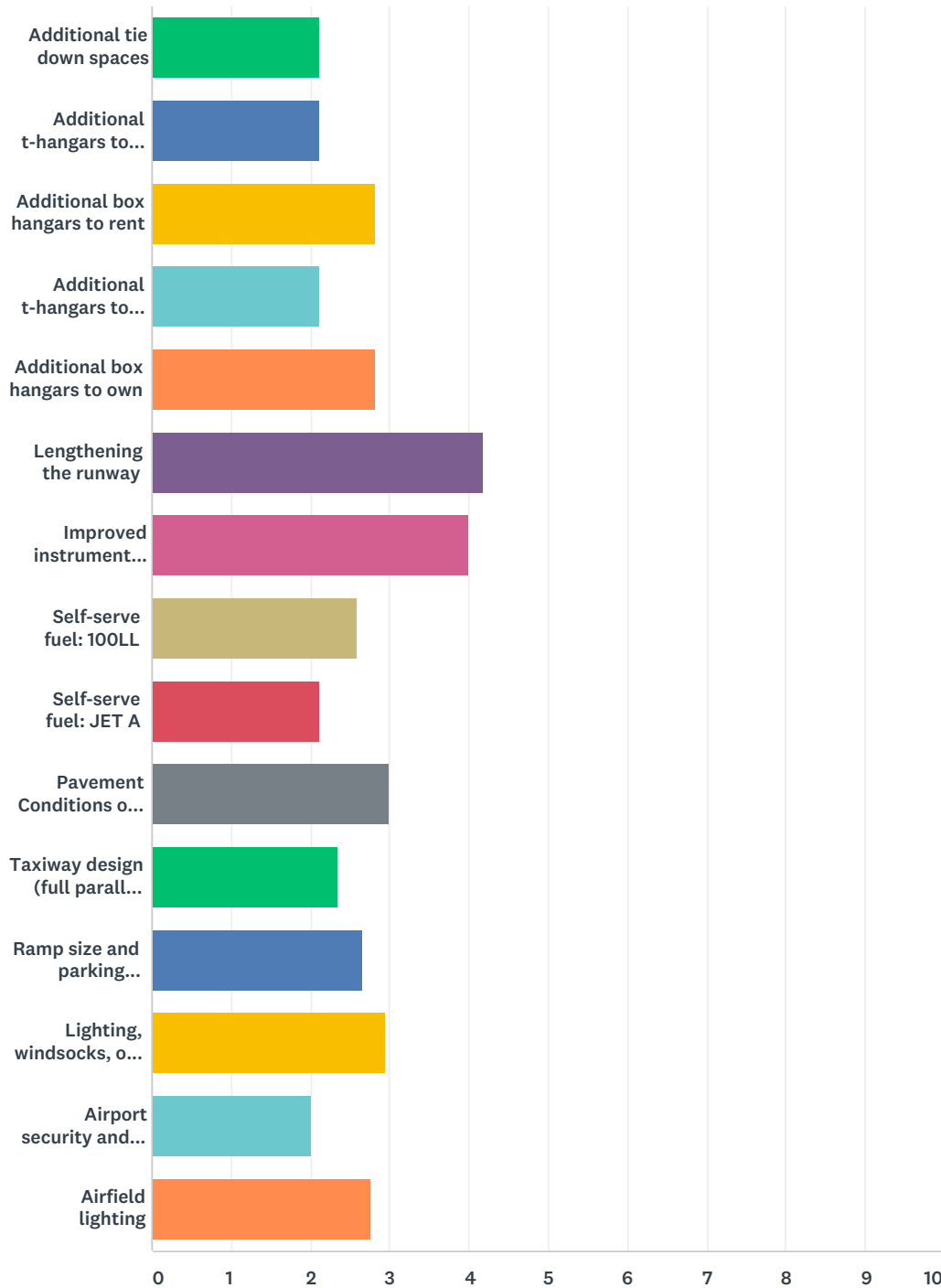
Answered: 17 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	35.29%	6
No	64.71%	11
TOTAL		17

Q30 Please rate the following airport issues/needs that should be addressed at the airport.

Answered: 17 Skipped: 34



	1 LEAST IMPORTANT	2	3 IMPORTANT	4	5 VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Additional tie down spaces	35.29%	29.41%	23.53%	11.76%	0.00%	17	2.12
	6	5	4	2	0		

Steamboat Springs Airport - Bob Adams Field Master Plan Update

Additional t-hangars to rent	47.06% 8	17.65% 3	17.65% 3	11.76% 2	5.88% 1	17	2.12
Additional box hangars to rent	35.29% 6	5.88% 1	11.76% 2	35.29% 6	11.76% 2	17	2.82
Additional t-hangars to own	47.06% 8	11.76% 2	29.41% 5	5.88% 1	5.88% 1	17	2.12
Additional box hangars to own	29.41% 5	5.88% 1	35.29% 6	11.76% 2	17.65% 3	17	2.82
Lengthening the runway	5.88% 1	11.76% 2	11.76% 2	0.00% 0	70.59% 12	17	4.18
Improved instrument approaches	0.00% 0	11.76% 2	29.41% 5	5.88% 1	52.94% 9	17	4.00
Self-serve fuel: 100LL	41.18% 7	11.76% 2	17.65% 3	5.88% 1	23.53% 4	17	2.59
Self-serve fuel: JET A	47.06% 8	23.53% 4	11.76% 2	5.88% 1	11.76% 2	17	2.12
Pavement Conditions or strengths	11.76% 2	17.65% 3	41.18% 7	17.65% 3	11.76% 2	17	3.00
Taxiway design (full parallel, etc.)	29.41% 5	35.29% 6	17.65% 3	5.88% 1	11.76% 2	17	2.35
Ramp size and parking availability	11.76% 2	35.29% 6	29.41% 5	23.53% 4	0.00% 0	17	2.65
Lighting, windsocks, or other aids	5.88% 1	29.41% 5	35.29% 6	23.53% 4	5.88% 1	17	2.94
Airport security and/or fencing	17.65% 3	64.71% 11	17.65% 3	0.00% 0	0.00% 0	17	2.00
Airfield lighting	5.88% 1	35.29% 6	41.18% 7	11.76% 2	5.88% 1	17	2.76

Steamboat Springs Airport - Bob Adams Field Master Plan Update

Q31 If you rated any airport issues/needs a 4 or 5, please explain why:

Answered: 14 Skipped: 37

#	RESPONSES	DATE
1	would like to utilize my Hawker 800XP	12/19/2018 2:53 PM
2	Additional hangar space, especially for transient aircraft is vital. Light jet and turboprop aircraft are going to HDN simply because there are no hangars to rent reliably...	11/29/2018 6:27 PM
3	Lengthening the runway will allow for more mid-sized aircraft and fractional providers i.e. NetJets to utilize KSBS for their customer pick-ups and drop-off forgoing the need to go to Hayden. In addition, a longer runway will add a margin of safety which is always wise with an airport located at 6882' msl.	11/13/2018 4:01 AM
4	Pavement needs refreshing, No hangar for larger transient aircraft. Instrument Approaches are high & glide slope is steep. Runway is short when high density ALT or contaminated.	11/6/2018 7:56 AM
5	"I like to keep my PC-12 in hangars. I do not leave my PC-12 at Steamboat for lack of reasonably priced hangars, if available."	10/30/2018 10:55 AM
6	Have had issues being able to rent a T-hanger for the Malibu when weather was bad. Longer runway at altitude would allow me to fill the long range tanks on my plane.	10/23/2018 12:00 PM
7	Longer runway and full taxiway are safety items	10/22/2018 2:14 PM
8	I'm only flying 100LL airplanes at this time and being able to see the airport - super important.	10/17/2018 7:26 PM
9	Runway extension is key to allow busjets in and naturally creates an issue of parking in hangars. In winter, it is rare for me to get hangar space until the night before departure. Better IFR approach would allow more reliable flight planning and less trips to HDN.	9/26/2018 5:07 PM
10	As I said above with a larger aircraft a longer runway is required to be safe and a larger hangar is also needed...	9/25/2018 7:07 AM
11	Due to the weather conditions in Steamboat, hangars of all sizes to own or rent a priority.	9/24/2018 11:27 PM
12	Runway length and quality pavement improves operating parameters and usability. Hangars are important due to winter conditions.	9/24/2018 6:58 PM
13	I would like to utilize a jet and we fly in enough that improved approach and lighting to improve safety is important	9/24/2018 5:25 PM
14	Self serve fuel to make more availability after normal hours. Additional hangars to rent for transient aircraft and folks that don't want to pay the unreasonable taxes on owned hangars at the commercial rate that this airport charges even though you can not operate a commercial operation in the hangar. Additional runway length for safety especially in the winter months is most important of all	9/24/2018 3:32 PM

Q32 Are there any additional services you would like to see offered at the Airport?

Answered: 11 Skipped: 40

#	RESPONSES	DATE
1	no	12/19/2018 2:53 PM
2	Restaurant, helicopter and fixed wing training, scenic flights, simulator training , aircraft detailing, transient lodging for pilots.	11/29/2018 6:27 PM
3	Hangars, especially for transient aircraft and Part 135 operators basing out of Steamboat Springs. It would be great to have additional vendors at the airport. For example, aircraft cleaning/detailing and light food service would be a benefit. A kids playground and a dedicated observation area would draw non-pilots to the airport.	11/13/2018 4:01 AM
4	No, pretty happy with services.	11/6/2018 7:56 AM
5	Bus service to town	11/5/2018 7:38 AM
6	Not that i can think of	10/23/2018 12:00 PM
7	Camping	10/15/2018 7:36 AM
8	Return of Ted the cat, part two :)	9/26/2018 5:07 PM
9	no	9/25/2018 7:07 AM
10	Airport works well and you have a good staff.	9/24/2018 11:27 PM
11	rental car	9/24/2018 5:25 PM

Q33 Please provide any additional comments about the airport:

Answered: 9 Skipped: 42

#	RESPONSES	DATE
1	N/A	12/19/2018 2:53 PM
2	The Bob Adams Airport is arguably the most valuable facility owned by the city. There is no reason it should be treated as anything other than a precious resource. It represents a tremendous opportunity for an economic enterprise zone.	11/29/2018 6:27 PM
3	KSBS is a great GA airport and has whats needed for and is indispensable for Fre/EMS base when those services are needed.	11/13/2018 4:01 AM
4	Love the friendliness of the staff and the convenience of being able to fly right into Steamboat, rather than having to go to Hayden.	10/23/2018 12:00 PM
5	Great place to fly into.	10/17/2018 7:26 PM
6	It's a great asset to our community and will continue to be a very important asset into the future.	10/15/2018 7:36 AM
7	Well run and services community in the best way possible. While I opposed continuation of city owned fuel services and desired a full service FBO contract, it continues to work. The airport is a great city asset that I hope can grow responsibly and with Council support.	9/26/2018 5:07 PM
8	no	9/25/2018 7:07 AM
9	Until I move back permanently to the US, my wants and needs at SBS airport are not firm. Currently the airport would provide for my anticipated wants and needs. Keep up the good work!	9/24/2018 11:27 PM

APPENDIX C

Wind Rose Data



Appendix C

Wind Rose Data



Standard Wind Analysis Results for ALL_WEATHER

TITLE: All Weather Runway 14/32 SBS

RUNWAY ORIENTATION: 140.0 DEGREE
CROSSWIND COMPONENT: 13.0 KNOTS
TAILWIND COMPONENT: 60.0 KNOTS

WIND COVERAGE: 97.78 %

DIRECTION	HOURLY OBSERVATIONS OF WIND SPEED (KNOTS)										TOTAL
	0-3	4-6	7-10	11-16	17-21	22-27	28-33	34-40	> 41		
10°	213	205	29	22	5	0	0	0	0	0	474
20°	192	194	28	20	3	0	0	0	0	0	437
30°	194	189	36	41	13	5	2	0	0	0	480
40°	214	277	84	153	59	8	2	0	0	0	797
50°	304	427	128	185	47	8	0	0	0	0	1099
60°	487	765	154	136	31	2	0	0	0	0	1575
70°	665	1359	244	119	18	3	0	0	0	0	2408
80°	1017	1966	303	106	15	2	0	0	0	0	3409
90°	1102	2032	320	118	14	1	0	0	0	0	3587
100°	1178	2183	307	125	19	1	0	0	0	0	3813
110°	1098	2107	289	148	32	4	0	0	0	0	3678
120°	997	1902	254	167	33	6	0	0	0	0	3359
130°	763	1519	223	135	21	2	0	0	0	0	2663
140°	555	873	154	110	23	4	0	0	0	0	1719
150°	433	606	108	78	20	0	0	0	0	0	1245
160°	314	441	100	91	15	2	0	0	0	0	963
170°	325	502	78	79	14	0	0	0	0	0	998
180°	346	665	94	63	7	1	0	0	0	0	1176
190°	503	986	150	81	18	2	0	0	0	0	1740
200°	566	1437	267	169	28	2	0	0	0	0	2469
210°	675	1815	445	259	23	2	0	0	0	0	3219
220°	740	2177	714	358	30	0	1	0	0	0	4020
230°	751	2328	1023	761	90	8	0	0	0	0	4961
240°	695	1968	963	1007	148	9	0	0	0	0	4790
250°	717	1811	1164	1444	243	22	1	0	0	0	5402
260°	754	1782	1051	1342	325	55	7	2	0	0	5318
270°	624	1366	714	799	188	31	4	0	0	0	3726
280°	607	1157	385	267	53	8	2	0	0	0	2479
290°	656	1077	354	263	60	7	0	0	0	0	2417
300°	704	1040	331	191	28	1	0	0	0	0	2295
310°	698	990	227	165	28	3	0	0	0	0	2111
320°	673	935	171	104	27	4	0	0	0	0	1914
330°	569	755	132	83	21	2	0	0	0	0	1562
340°	452	597	79	59	9	3	0	0	0	0	1199
350°	327	307	55	38	6	0	0	0	0	0	733
360°	263	257	49	27	9	0	0	0	0	0	605
Calm	117063										117063
TOTAL	138434	40997	11207	9313	1723	208	19	2	0	0	201903

SOURCE: "724678 STEAMBOAT SPRINGS/BOB ADAMS F ANNUAL PERIOD RECORD 2011 2012 2013 2014 2015 2016 2017 2018"

APPENDIX D

Airport Overlay Zone Map



Appendix D

Airport Overlay Zone Map

