

**SPANISH PEAKS AIRFIELD
AIRPORT MASTER PLAN**

RECOMMENDED DEVELOPMENT MEETING

October 16th, 2023
2:00 P.M. – 3:00 P.M.
Walsenburg, Colorado

MEETING SUMMARY

Purpose: Present the Airport Master Plan's (AMP) recommended development exhibits to Spanish Peaks Airfield Technical Advisory Committee (TAC) and garner feedback pertaining to the recommended development.

A Technical Advisory Committee recommended development meeting was held on October 16th, 2023 to determine the recommended development to be carried forward onto the Airport Layout Plan (ALP). Attendance at the meeting comprised of representatives from the Town of Walsenburg, Huerfano County, Airport staff, Airport users, and Armstrong, airport consultants.

Attendees:

Justin Pietz, Armstrong
Brooke Barber, Armstrong
Dylan Peterson, Armstrong
Carl Young, Huerfano County
Sarah Jardis, Huerfano County Tourism Board
Jim Littlefield, Huerfano County Economic Development
Lonnie Brown, Huerfano County Planning and Zoning
Ken Felix, Airport Tenant
Bill Hix, Airport Tenant
Dustin Hribar, Huerfano County
Karl Sporleder, County Commissioner
Robert Gilbert, Huerfano County

The purpose of the meeting was to discuss the following:

- **AMP Overview**

A brief overview of the AMP objectives was provided. These topics were discussed at length during the September 1st, 2022 kick-off meeting. The objectives of an AMP and the purpose the document serves for the airport's future development was discussed. The AMP is shown to be a document which provides a twenty-year plan of development and ALP drawings which would serve as a graphical depiction of the existing and future layout of the airport. Additionally, the document discusses the overall goals of Spanish Peaks Airfield and the overall community. Among these objectives are: determination of future aviation demand, evaluation of complying with Federal Aviation Administration (FAA) design standards, prioritizing future airside and landside development and ensuring the airport complements local/regional development.

- **AMP Project Status**

The analysis and evaluation of the existing and future airport facility needs has been completed. As a result of the discussions from this meeting, the ALP can be developed utilizing input from the TAC. Refined cost estimates and a phasing plan are being developed for the selected preferred alternatives and presented in the Draft AMP Report. All comments on the previous working papers have been revised. Additional comments will be solicited for the Draft AMP Report and ALP and will be revised into the Final Report.

- **Runway Design Standards**

A brief overview of the existing Runway Design Standards, which provide various areas and zones surrounding each runway and must be protected in order to safely accommodate airport operations, was provided. The plan recommends to maintain the existing Runway Design Code (RDC) of B-II with 1-mile visibility minimums for Runway 9/27 and A-I (Small) with visual visibility minimums for Runway 2/20.

- **Recommended Development and Options for Development**

The recommended development proposed as a part of the AMP is done to accomplish the following: (1) update airfield configuration to meet current FAA design guidelines; (2) provide an efficient airfield layout; (3) avoid or minimize impacts to surrounding communities; and (4) protects for recommended airside/landside improvements. It was noted that the recommended development does not require development to occur or provide environmental clearance for the proposed development. It was reiterated that the recommended development shown in the final ALP is not absolute and would only occur if documented demand exists and is flexible to meet the needs and desires of the community.

The following recommendations and proposed development at the Spanish Peaks Airfield were discussed:

- Airside:
 - Maintain Runway 9/27 RDC B-II-5000 (King Air 200 design aircraft)
 - Maintain Runway 2/20 RDC A-I(Small) (Cessna 182 design aircraft)
 - Protect for full length parallel taxiway for Runway 9/27
 - Remove existing displaced threshold on the approach end of Runway 9
 - Maintain instrument approach procedures
 - Protect for extending Runway 9/27 to a future length of 7,400'
 - Protect for extending Runway 2/20 to a future length of 4,000'

- Protect for widening Runway 2/20 to a future width of 60'
- Protect for lighting, paving and full-length parallel taxiway on Runway 2/20
- Landside:
 - Protect for expanded FBO facilities
 - Protect for additional hangar development areas
 - Protect for future electric aircraft charging station
 - Protect for concrete hardstands and apron
 - Protect for additional apron aircraft tiedowns
 - Protect for helicopter parking pads
 - Protect for dedicated snow removal equipment and storage facility
 - Pave vehicle parking areas and access road
- **Next Step**

Armstrong will develop the narrative report to accompany the recommended development exhibits and develop planning level cost estimates and a phasing plan. The FAA/CDOT/TAC will review and comment on the Recommended Development chapter, the Draft AMP and ALP, as they are released. Final comments regarding the Draft AMP and ALP will be solicited and included in the Final Report. Following the release of the Draft AMP a public open house meeting will be scheduled to receive input from the community on the plans for the airport.
- **Comments and Questions**

Throughout the presentation, further questions/discussion were addressed for clarification and guidance. The following are the topics that were discussed:

 - Two alternatives were presented for Runway 9/27 extension- a west and east extension. Ultimately, the west extension was selected as the preferred alternative. Both options require land acquisition.
 - Discussion was had regarding current land ownership to both the east and west of the airport, and feasibility of future land acquisition for airport use. This information was taken into consideration when selecting the preferred alternative.
 - Requests were made to protect for additional apron expansion and aircraft tie-downs.