

## Meeting Minutes - Advisory Committee

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Start time – 9:00 a.m.

The Advisory Committee meeting presentation consisted of an introduction and overview of the project and a discussion of the preliminary inventory and forecast effort. These meeting minutes include comments and discussion specific to the meeting. The sign-in sheet and complete presentation is attached for reference.

### Meeting Begins

- Mr. Steve Domino began the meeting by introducing the RS&H team, the intent and scope of the project and the agenda for the presentation.

### Project Review

- Mr. Domino provided an overview of the teaming partners including Woolpert and Forecast Inc.
- Mr. Domino described the Colorado Department of Transportation (CDOT) and the Federal Aviation Administration (FAA) roles in the project.
- Mr. Domino described the goals and objectives of the project.
  - The project is an update to the existing master plan.
  - The overall plan must be feasible and realistic, and take into account the varied terrain surrounding the airport.
- Mr. Domino discussed how the project will focus on the terminal area requirements and other landside elements.
  - The runway was recently rebuilt and is in excellent condition.
- Mr. Domino provided an overview of the various phases of the project as well as project schedule.
  - It was noted that the FAA will need to approve the forecast and the Airport Layout Plan.

### Inventory

- Mr. Peter Maiman introduced the inventory process of the Master Plan Update.
- Mr. John Micetic noted that the Airport was opened in 1984, not 1985 as referenced in the presentation.
- Mr. Maiman noted that the 2004 Master Plan, 2006 Environmental Assessment, and existing Airport Layout Plan (ALP) are planning documents upon which this project is going to build upon.
- Mr. Maiman provided an overview of the airfield facilities.
  - It was noted that these facilities have changed since the existing ALP was created, and those changes would be incorporated in the new ALP.
- Mr. Maiman discussed the lack of Category C and D instrument approaches.
  - Ms. Ann Brady inquired if the plan will include the possibility of having a CAT C approach.
  - Mr. Michael Becker noted that the planning study will analyze future Airport requirements if a CAT C approach were available.
- Mr. Paul Talmey inquired if the plan would be taking into account both a CAT C RNP approach as well as a CAT C localizer approach.

- Mr. Becker responded that the plan would take into account the implications of both.
- It was noted that the results of the Lean Photometric study being undertaken by the Airport would be integrated into the Master Plan Update.
- Mr. Micetic inquired if RS&H will communicate directly with the FAA.
  - Mr. Becker responded that the team will communicate directly with the FAA and through Rich.
  - Mr. Domino noted that the forecasts being prepared as part of the Master Plan study must be approved by the FAA before work can continue on the project.
- Mr. Maiman discussed the process of inventorying the landside facilities, and noted the major facilities that will be analyzed.
- Mr. Maiman discussed the terminal facility and noted the quantified spaces within the building.
- Mr. Becker noted that the planning process will evaluate the efficiencies and challenges of having FBO and commercial service operations housed in one facility.
- Mr. Maiman noted that the terrain surrounding the existing Airport development is a large factor and will be taken into consideration throughout the planning effort.
- Mr. Becker stated that planning for an Airport is about “flexibility, flexibility, flexibility.”
  - Because land is scarce, and airport needs often change, planning must allow for flexibility.
- Mr. Mark Silversher inquired if the study will include planning for potential non-aviation uses at the airport.
  - Mr. Becker responded that land for compatible, non-aviation land use will be clarified in the planning effort.
  - Mr. Domino noted that compatible non-aviation land use is encouraged by the FAA because the FAA wants Airports to be financially self-sustaining.
- The group discussed considerations related to future aeronautical and non-aeronautical development.
  - It was noted that impacts on the neighborhoods surrounding the Airport must be considered in future plans.
- Mr. Maiman discussed the inventory of environmental impacts.
  - Mr. Nuttall mentioned that this year there was an increase in Ravens at the Airport, which were attributable to the transfer station located in Ilium.

### **Advisory Committee Input Session**

- Mr. Becker discussed the importance of the Advisory Committee’s role in the planning process.
- Mr. Talmey inquired as to when reports and information will be provided through the planning process.
  - Mr. Becker went back to the slide that displayed the schedule and indicated when the various Working Paper’s would be delivered to the Airport and the committee.
- Mr. Becker introduced the Strengths/Weaknesses/Opportunities/Threats exercise.
  - The Airport’s strengths were discussed first.

### **Strengths**

- Mr. Becker mentioned that Airport management and TRAA is a strength.

- Mr. Talmey mentioned location is a strength and a weakness. Terrain affects the airport approaches negatively, yet the location is desirable due to its close proximity to the community and amenities.
- Mr. Micetic stated that the airport was developed because an early transportation study indicated a strong need for an airport.
  - The community's desire was to have people fly into Telluride instead of drive from Montrose.
  - The Airport works closely with the ski area.
- Mr. Jon Dwight stated that the investment into the new runway has created a strength.
- Mr. Silversher added that great scenery and sunlight was a strength.
- Mr. Dwight mentioned that 300 VFR days per year is a strength.
- Mr. Richard Nuttall mentioned that excellent staff and equipment is a strength.
- Mr. Becker mentioned that the high customer service level at the Airport is a strength.
- Mr. Micetic noted that the community's commitment to keep the Airport funded and working.
  - The TRAA has never had to go to the community for money.
- Ms. Ann Brady stated that the Airport board is very strong, and has been effective in working with the community through adversity.

#### **Weaknesses**

- Mr. Becker asked the group what weaknesses the Airport has.
- Members of the group mentioned:
  - Runway length, altitude, and existing approaches as weaknesses.
- Mr. Dwight stated that the perception of TEX as a challenging airport is a weakness.
  - Mr. Dwight stated that an informal survey of pilots at Aspen indicated that most pilots would prefer to land at TEX over ASE.
- Mr. Micetic added that there is a perception that the aircraft serving the Airport is scary and dangerous.
- Mr. Becker asked Mr. Nuttall if Dave Ulane with AOPA had talked with the Airport.
  - Mr. Nuttall responded that he had not.
  - Mr. Becker noted that he will contact Mr. Ulane to further discuss perception issues.
- Mr. Dwight mentioned that some fractional aircraft companies do not permit operations into TEX.
  - NetJets only allows landing operations on Runway 9.
- Mr. Silversher mentioned the lack of aircraft maintenance services is a weakness.
- Mr. Nuttall mentioned that terrain and the limited amount of flat land is a weakness.
- Mr. Dwight mentioned that some of the Airport's equipment is older, yet kept in excellent condition thanks to Rich, and that the terminal building is nearing the end of its useful life.
- Mr. Dwight added that some in the community feel that general aviation (GA) only serves the rich.
  - The community wants commercial service, so GA is seen somewhat as a necessary evil.

#### **Threats**

- Mr. Becker asked the group what threats there are to the Airport.
- Mr. Nuttall discussed the changing equipment in the nation's commercial fleet and grant funding as potential threats to the Airport.

- Mr. Talmey mentioned that the airlines transition away from turbo props is a threat.
- Mr. Hess mentioned that Montrose Airport is a threat.
  - The group mentioned that locals travel to Durango, Montrose and Grand Junction for air service.
- Ms. Brady mentioned that TEX may be overlooked by FAA due to the areas size and small population base.
  - Mr. Becker mentioned that TEX has lost priority in the National Airspace System because it no longer has commercial service.
- Mr. Talmey stated that the changing, more stringent FAA pilot hour requirements is a threat.

### **Opportunities**

- Mr. Becker asked the group what the Airport's opportunities are.
- Mr. Nuttall stated that TEX has opportunity to expand services.
  - The large runway project is completed and now the focus can be on the Airport's landside facilities.
- Mr. Dwight stated that the Airport has the opportunity to become a top-notch GA facility.
- Mr. Micetic stated that the board, having undergone enormous challenges in the past, is ready to take on new challenges.
- Mr. Domino mentioned that TRAA is an independent authority, which is a strength that provides future opportunity.
  - Mr. Dwight added that TRAA controls its own financial dealings because it is self-sustaining and not subsidized by the county.
- Mr. Becker mentioned that the surrounding towns have Master Plans, which aids the planning effort.
- Mr. Silversher added that non-aviation uses could provide opportunity.

### **Vision**

- Mr. Domino asked the group what their vision for the Airport was.
- Mr. Micetic stated that he believed the vision was to create a high quality airport that accommodates GA and commercial service.
- Mr. Talmey added that the Airport would continue to have commercial service.
  - Mr. Talmey mentioned that without the Airport, Telluride may not have been financially feasible. The ski area would be more like a Ski Cooper.
- Mr. Micetic stated that the Airport played a key role in making Telluride a place, that now, if a person is good at what they do, they have an opportunity to make it in Telluride.
- Ms. Brady added that she would like to see the Airport more in harmony with the rest of the community.
  - That the airport would be viewed as an essential part of the community.
  - Mr. Nuttall added that the community might look at the Airport as a positive asset.
  - Mr. Silversher mentioned that perhaps the community could be more engaged with the Airport and somehow enjoy its amazing location and the views of the mountains it provides.
- Mr. Micetic mentioned that from the start of the Airport, the TRAA has communicated very well with the community.
- Mr. Dwight thought that perhaps technology and trends of aircraft might evolve back to equipment suitable to serving commercial operations at small airports, such as Telluride.
- Mr. Becker summarized the group's vision as wanting to be a top notch, world class facility.

- The non-romantic side of running an airport, including equipment and associated facilities was factored into what it takes to run a world-class facility.

## Forecast

- Mr. Becker began the presentation on the forecast, starting with a discussion about commercial passenger activity.
- Mr. Becker discussed the regional trends as it related to passenger service.
- Mr. Dwight inquired why the forecast included Durango and Montrose in the analysis of the region.
  - Mr. Becker responded that the overall region was examined, and Woods and Poole MSA areas were used to generate a baseline.
  - Durango, Montrose, and Gunnison were determined to be within the catchment area of Telluride.
- Mr. Domino discussed how the forecast must be realistic and defensible.
- Mr. Hess inquired about the meaning of a graphic on the slide in the presentation.
  - Mr. Becker responded that it indicated the historical locations where air service between Telluride and other communities once existed.
  - Mr. Hess mentioned that Farmington and LAX should be added to the graphic.
    - Skywest flew direct to LAX in an EMB 121
- Mr. Becker discussed historical load factors and statewide enplanement trends.
- Mr. Dwight mentioned that more frugal travelers fly out of Grand Junction, Durango, Cortez, and Montrose.
- Mr. Becker discussed the preliminary passenger forecast.
  - It was noted that multiple variables, such as a CAT C approach, will have great impacts on the passenger forecast.
- Mr. Dwight mentioned that he felt there are two parts of the forecast analysis: a commercial air service scenario, and a scenario without commercial air service.
- Mr. Domino stated that flexibility in the planning process will allow for a plan that provides for a TEX future with and without commercial service.
- Mr. Becker mentioned that the role of the Master Plan project isn't to determine how to get commercial service back, but to plan the facilities that will accommodate the service if/when it returns.
  - Ms. Brady felt that the community will be more amenable to the plan based on those qualities.
- Mr. Becker mentioned the opportunities that exist with Q-400 aircraft if the Airport gained a CAT C approach.
- Mr. Becker discussed airport operations and based aircraft.
  - It was noted that national fleet mixes were changing and small single engine piston aircraft were in decline.
- Mr. Dwight asked Mr. Nuttall if the Airport tracks every GA aircraft operation.
  - Mr. Nuttall noted they do.
- Mr. Talmey asked if the operations are broken out by type of aircraft.
  - Mr. Nuttall responded that a few sources are going to be explored to see if that data can be extracted.
- Mr. Dwight mentioned that unlike other GA airports, based aircraft at TEX are flown, and are not just sitting idle.

- Mr. Nuttall discussed how the Airport has a high turnover of based aircraft.
- Mr. Dwight inquired if turbo aircraft, like a PC-12, are considered single engine.
  - Mr. Maiman stated that the FAA TAF lumps all singles, turbo and piston, into one category.
  - Mr. Nuttall mentioned that for Airport records, a turbo prop single is considered a jet.
- The group discussed how the hangars are currently utilized in regard to peak versus off season.

### Next Steps

- Mr. Domino discussed the next steps of the project which include finalizing the forecasts, submitting them to the Airport for review and then forwarding them to the FAA for approval. After forecasts are approved, facility requirements can be evaluated.
- Mr. Dwight asked if the site plan from the old study will be used.
  - Mr. Domino stated that this project will be validating the old plan and will reevaluate the elements of the prior Airport Layout Plan.

## Meeting Minutes – Board Meeting

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Start time – 1:00 p.m.

The Board Meeting presentation consisted of an abbreviated version of the presentation provided to the Advisory Committee. These meeting minutes include comments and discussion specific to the meeting.

### Meeting Begins

- Mr. Domino began the meeting by introducing the RS&H team, the intent and scope of the project and discussed the agenda for the presentation.
- Mr. Domino mentioned that the project is an update to the 2004 Master Plan.
  - The project is funded by the Colorado Department of Transportation.
  - FAA will approve the forecast and the Airport Layout Plan
- Mr. Domino discussed the specific elements that the project will focus on.
- Mr. Domino explained the process of a Master Plan Update including forecasts, facility requirements, alternatives, and recommendations.
- Mr. Domino discussed the project schedule and the proposed meetings.

### Inventory

- Mr. Maiman introduced the inventory process of the Master Plan Update.
- Mr. Maiman discussed how the project will build upon the 2004 Master Plan, 2006 Environmental Assessment, and the existing ALP.
- Mr. Maiman provided an overview of the types of data that the inventory will compile for evaluation.

### Airport Board Input Session

- Mr. Becker discussed the importance of the Advisory Committee's and Airport Board's role in the planning process.

#### **Strengths**

- Mr. Becker began the discussion of Airport strengths, and stated that the Airport is an excellent facility, operated efficiently, and financially in the black.
- The Airport Board members listed the following strengths:
  - The Airport is within five minutes of the tourism base.
  - Location.

#### **Weaknesses**

- The Airport Board members listed the following weaknesses:
  - The type of commercial aircraft that can operate at TEX are limited.
    - The Airport needs larger planes to maintain the boards goal, which is a healthy commercial and GA operation.

#### **Threats**

- The Airport Board members listed the following weaknesses:
  - Evolution of regional aircraft is going in a direction away from what the Airport can currently accommodate.

- Montrose Airport was discussed as being a threat.
  - It was mentioned that Montrose and Telluride aren't always in direct competition, especially in regard to GA.

### ***Vision and Opportunities***

- The Airport Board members identified the following vision:
  - Higher commercial enplanements and a healthy GA.
  - An Airport with a strong, robust, GA community and with commercial service.
- It was noted that part of a healthy resort economy is having a healthy airport.
- The people in the community want to be able to fly out of Telluride comfortably.
- The people who live in Telluride and work remotely would greatly benefit from commercial flights from TEX.
- Local sales tax is increased with commercial service to TEX versus MTJ, because those flyers will buy supplies in Telluride versus Montrose.

### **Forecast**

- Mr. Becker began the presentation on the forecast, starting with a discussion about commercial passenger activity.
- Mr. Becker discussed the regional trends as it related to passenger service within the catchment area of TEX.
- Mr. Becker provided an overview of the preliminary enplanement forecasts.
- Mr. Becker discussed the preliminary forecast efforts of airport operations and based aircraft.

### **Next Steps**

- Mr. Domino discussed the next steps in the project which includes finalizing the forecasts and submitting them to the Airport and FAA for approval. Following approval of the forecasts, subsequent project tasks can begin.
- The group discussed the process and timeframe involved with FAA approval of the forecast.