

1.0 INTRODUCTION

1.1 STUDY GOALS

The purpose of this study is to update the Yampa Valley Regional Airport (YVRA or HDN) Master Plan and Airport Layout Plan drawing set (ALP) and determine the extent, type, and schedule of development needed to accommodate future aviation demand at the Airport over a 20-year planning period. The HDN ALP was revised to reflect updated geometry from design and construction in 2012. The last Master Plan was updated in 2003, with the following main objectives:

- Determine the condition and adequacy of existing facilities over the 20-year planning period
- Forecast aviation activity, including operations and based aircraft
- Recommend needed facility improvements to accommodate forecast demand and safety requirements while addressing the values and economic growth plan of the community
- Prepare a financial plan that considers HDN's budget, revenue, and expenses as well as future funding scenarios

1.2 LOCAL BACKGROUND

Yampa Valley Regional Airport (YVRA) offers commercial flights as well as general aviation service to Steamboat Springs, Hayden, Craig and the entire Yampa Valley. The Airport is located in Hayden, approximately 26 miles (42 kilometers) west of Steamboat Springs off Highway 40. There is no public bus service from the Airport; however, taxis and shuttle services are available.

Yampa Valley Regional Airport is owned and operated by Routt County, Colorado. YVRA (Airport Code HDN) is the only commercial service airport serving Northwest Colorado. YVRA provides access to the Steamboat Springs ski resort, as well as year-round activities throughout the Yampa Valley, hunting and fishing in northwest Colorado and southwest Wyoming, and Dinosaur National Park. YVRA currently is host to four major airlines (American, Alaska, Delta, and United) during the ski season (mid-December through March) with direct service from Denver, Chicago, Minneapolis, Dallas/Ft. Worth, Atlanta, Houston, Newark, Seattle, and Los Angeles. Year round commuter service to Denver is provided by United Express.

1.3 AIRPORT MANAGEMENT AND OWNERSHIP STRUCTURE

Although the Airport is contained within the Town of Hayden corporate boundaries, it is owned by Routt County and operated by a nine-member board of commissioners (the Yampa Valley Airport Commission). The nine-member Airport Commission oversees the Yampa Valley Regional Airport, the Steamboat Springs Airport (SBS), and the Craig-Moffat Airport (CAG) and provides policy direction and long-range

planning guidance for HDN. The Airport Board meets on the second Thursday of every other month. The day to day operation and administration of HDN is the responsibility of a dedicated Airport Manager and administrative and operations support staff.

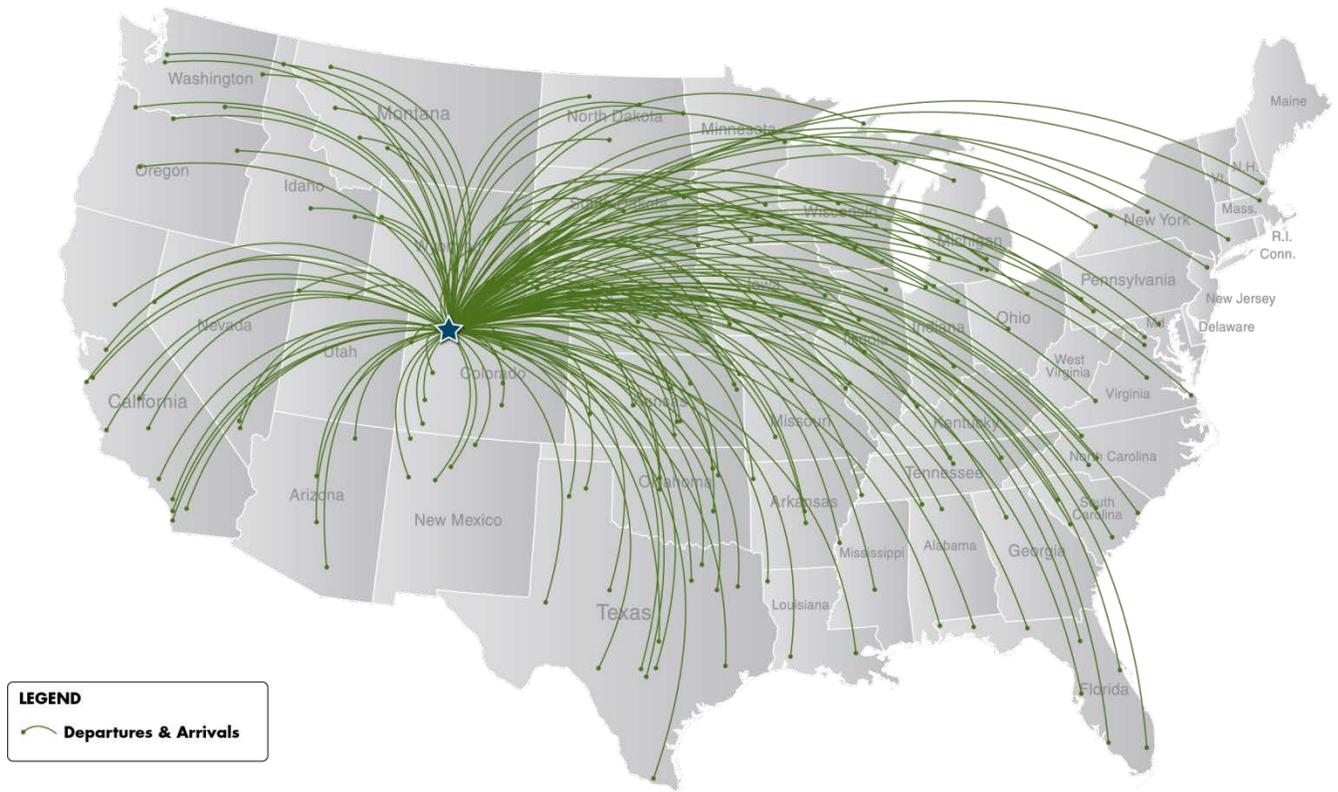
1.4 AIRPORT BACKGROUND

HDN is an integral component of the transportation infrastructure that serves the Town of Hayden, and the Cities of Steamboat Springs and Craig within Routt and Moffat Counties, and much of Northwest Colorado.

Located in Routt County, Yampa Valley Regional Airport is approximately two miles southeast of Hayden Central Business District and approximately 22 miles west of the City of Steamboat Springs. HDN is currently classified as a non-hub primary commercial service airport in the National Plan of Integrated Airport Systems (NPIAS). Airport property consists of approximately 671 acres and one runway, along with a parallel taxiway and several connecting taxiways. HDN also has a commercial passenger terminal building, and Fixed Based Operator facilities serving General Aviation (GA) activities. According to HDN records, in 2012, there were 105,309 enplaned passengers and 9,653 total operations (takeoffs and landings). Currently, there are nine based aircraft at HDN including one single engine, three turboprop, and five jet aircraft.

Beyond the local and regional uses of the Airport, HDN is a destination for many aircraft from throughout the United States. Filed instrument flight plans over the course of one year are depicted in **Figure 1-1**, and show flights to and from every corner of the country. Instrument flight plans are typically filed for the business segment of GA, and often represent flights conducted by turboprop and business jet aircraft.

FIGURE 1-1 – IFR FLIGHT PLANS FILED TO/FROM HDN



Sources: Data: GCR, Inc.; Map: Jviation, Inc.