

# Yampa Valley Regional Airport

## 2014 Transportation Legislative Review Committee Brief



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## **What role does YVRA play in the Yampa Valley?**

- \*70% of the winter vacation visitors arrive through YVRA.**
- \*More than 25% of the sales tax revenue attributed YVRA.**
- \*Key asset in the development of location neutral businesses.**
- \*Key to access for Yampa Valley based businesses, location neutral businesses, residents and oil/gas companies.**
- \*FEDEX and UPS air shipping point.**
- \*Directly and indirectly employed 433 people during the winter season.**
- \*186,672 people used the airport in 2013/2014**
- \*Exceptional access to visitors for advertisers.**
- \*Access point to/from Denver, Minneapolis, Chicago, Atlanta, Newark, Houston, DFW, LA, San Francisco, Washington, DC, Seattle, and many other destinations connecting to these cities.**
- \* One of only three 10,000 foot runways west of the front range.**

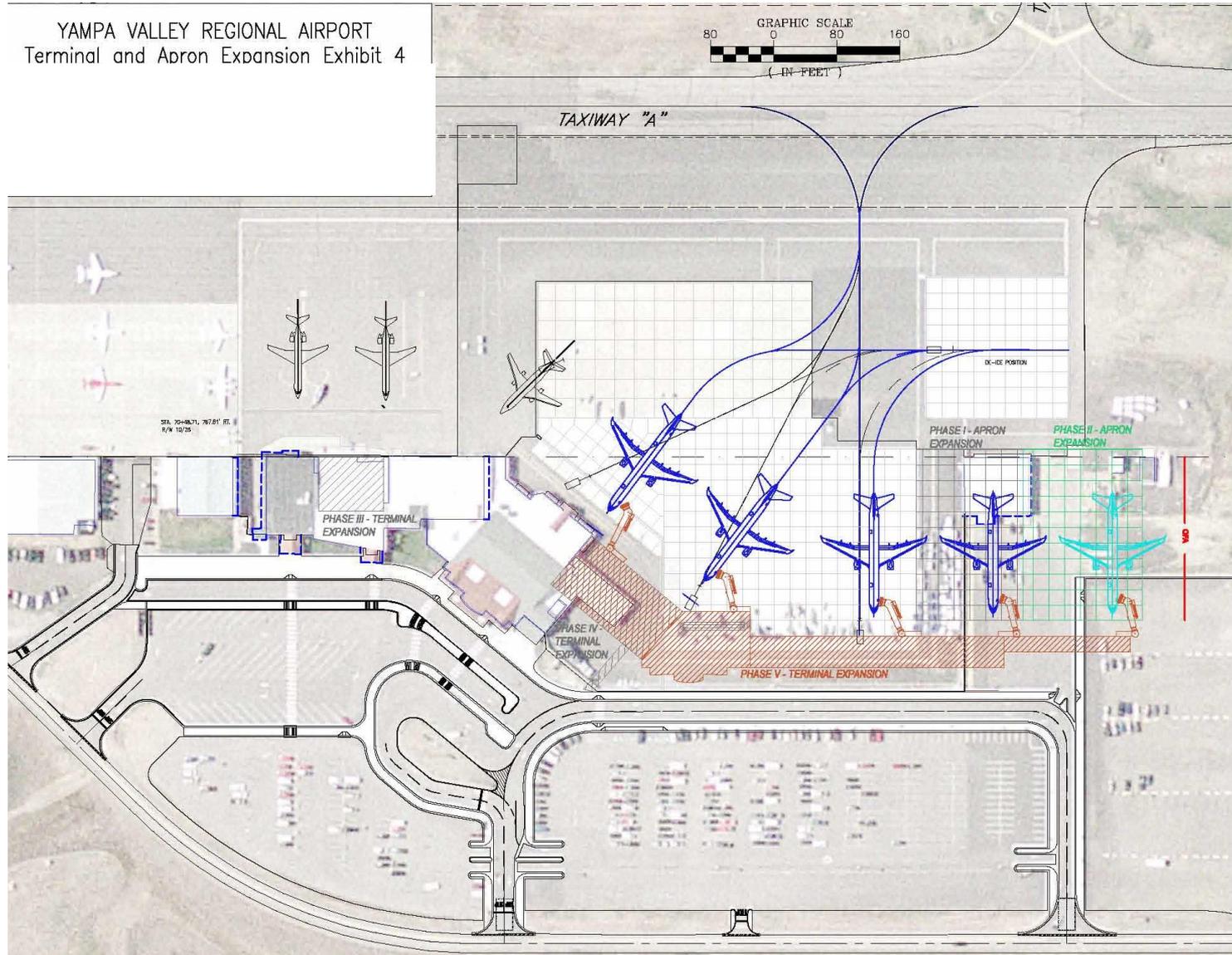
## What role does YVRA play in the fabric of the Yampa Valley's infrastructure?

- ❖ YVRA is the 7<sup>th</sup> busiest commercial airport in Colorado
- ❖ c. \$25M in federal and state grants and program funds were pumped into the local economy between 2006 and 2013
- ❖ Phase III Terminal Project \$3.5M in 2010 and c. \$3.5M in 2011 and c. \$2M in 2012
- ❖ Runway Rehabilitation project, \$16M in 2014
- ❖ 1.2 million gallons of Aircraft fuel sold at YVRA in 2013
- ❖ According to 2008 CDOT Economic Impact Study:
  - Direct and Induced Impacts of \$70 Million +
  - GA Visitor Indirect and Induced Output of \$13 Million +
  - Commercial Service Visitor Indirect and Induced Output of \$327 Million +
  - Estimated Tax Receipts from GA Visitors \$489,000
  - Estimated Tax Receipts from Commercial Service Visitors \$12,958,700
- ❖ Total Contribution to the Colorado Tax Base-\$19,697,800



# Future Expansion

YAMPA VALLEY REGIONAL AIRPORT  
Terminal and Apron Expansion Exhibit 4



## THE AIR SERVICE ISSUE

\*Local Marketing District (LMD), .25% Sales Tax and the Ski Corporation pay the Minimum Revenue Guarantee for airlines to service the Yampa Valley. (The Fly Steamboat program also contributes)

\*The LMD funding comes from hotel sales tax in the district.

\*Every person that travels in or out of the airport is essentially receiving a \$30 subsidy on their ticket paid by the LMD, the Ski Corp and the new .25% sales tax.

\*Everyone in the Yampa Valley benefits from the air service whether they fly or not!!

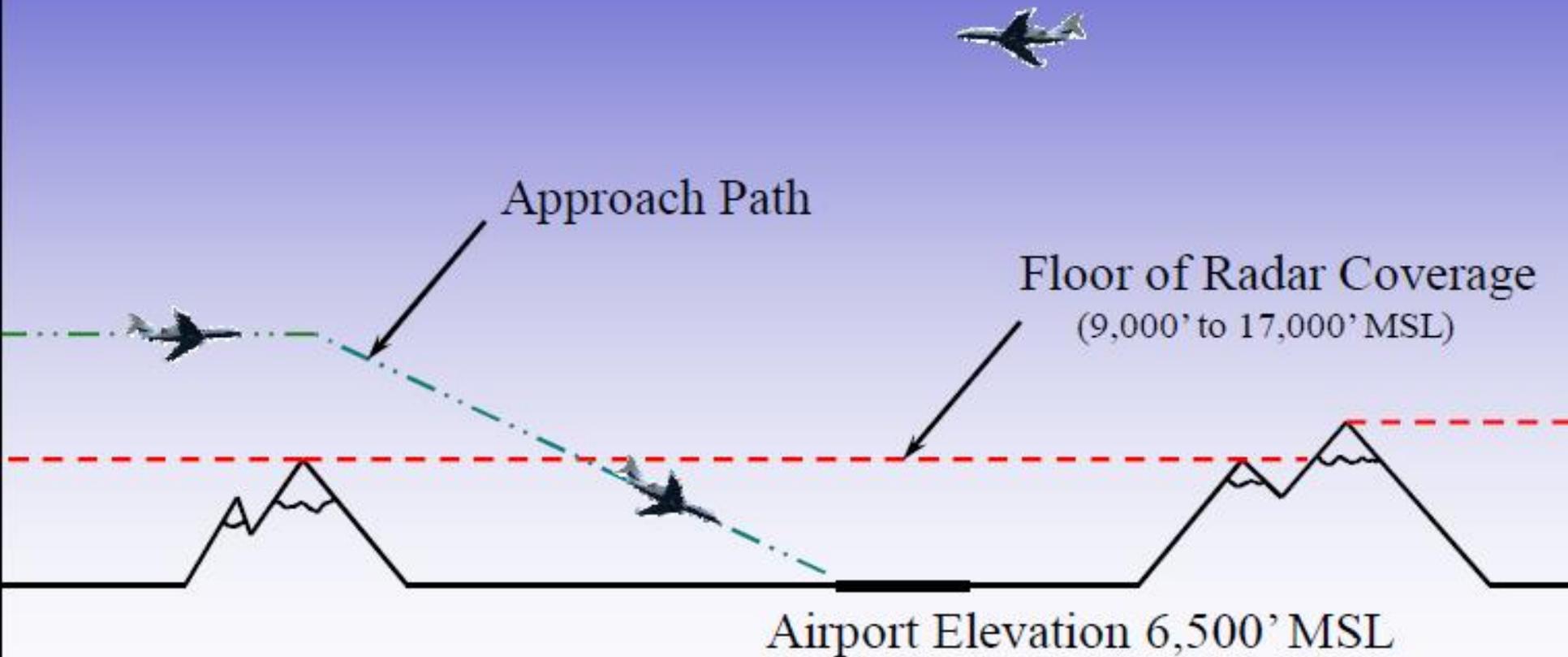
\*As costs continue to increase the recently approved new .25% sales tax will help to fund the additional costs.

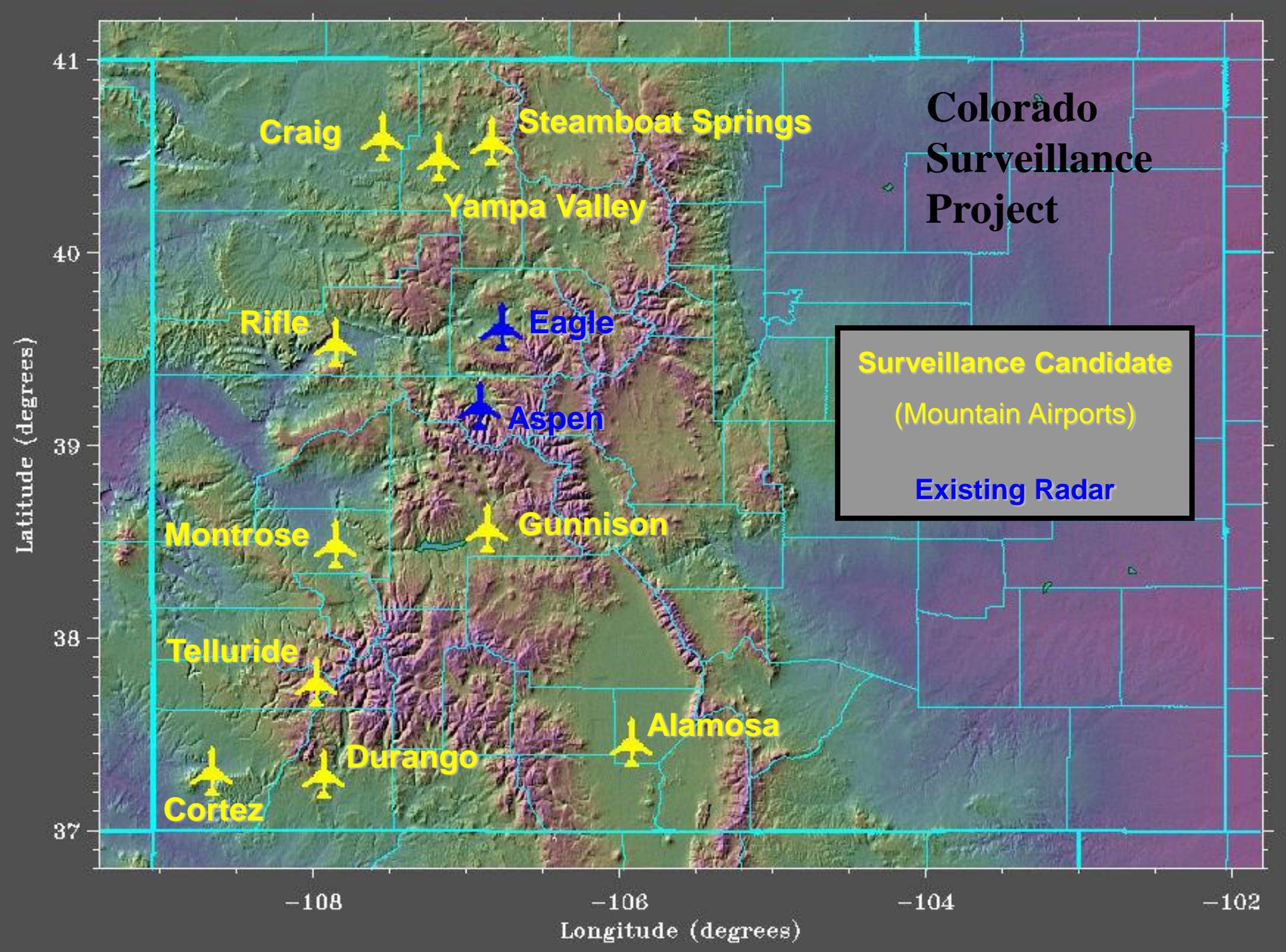
\***Without these guarantees the airlines would not be here.**

# Colorado Surveillance Project

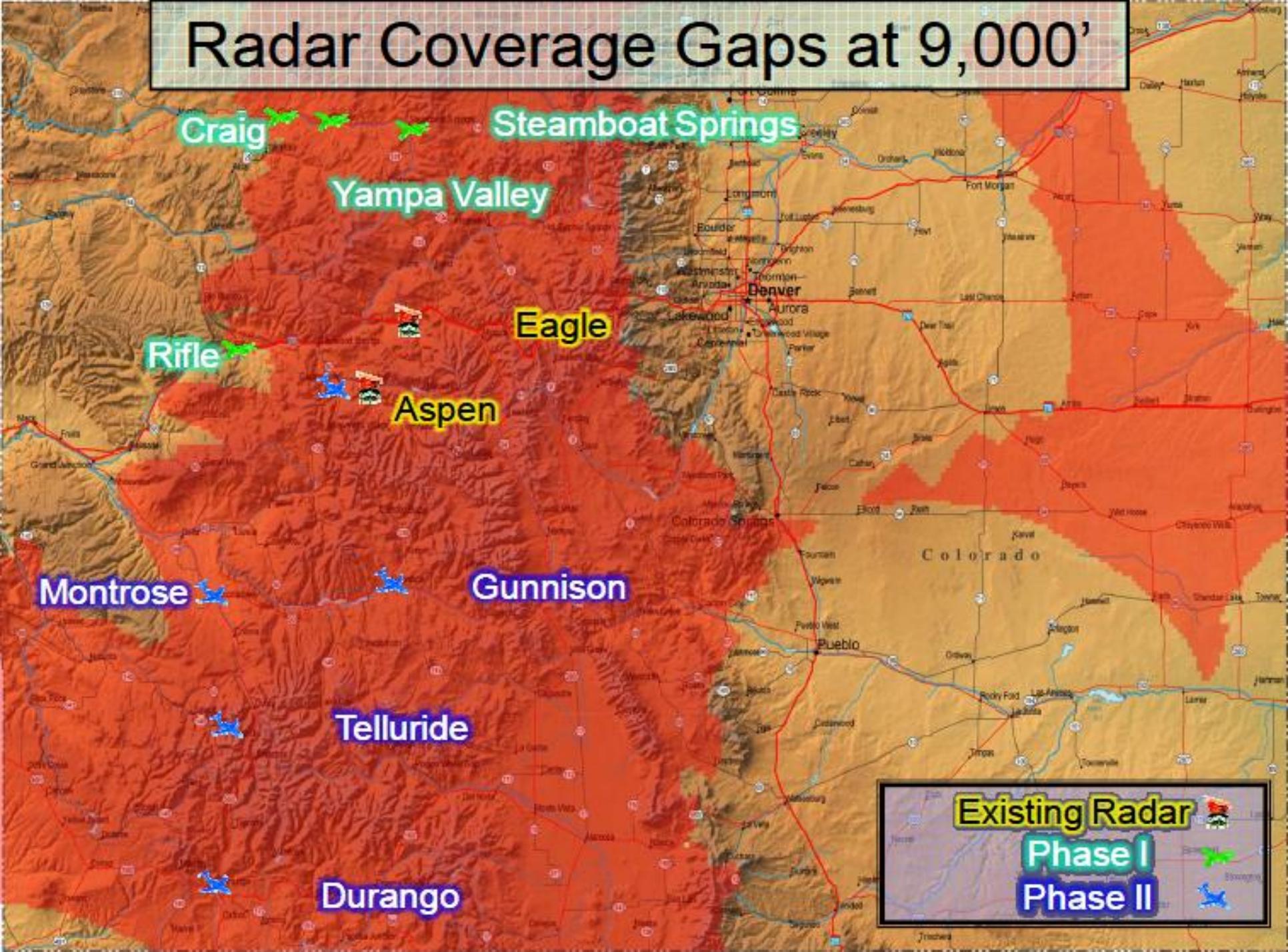
- The “Colorado Surveillance Project” is:
  - A cooperative Effort between the State of Colorado, Mountain Airports, and the FAA to advance NextGen by deploying the emerging technologies of ADS-B and WAM to bring radar like service to the mountain airports of serving Ski Country.
- Need for Improved Surveillance:
  - Capacity -Increase airport capacity by eliminating the need for one-in one-out operations and improving operational efficiencies.
  - Access –Enhanced surveillance improves access to airports by reducing delays, diversions and denied access.
  - Economics -When aircraft are delayed or diverted due to the inability to safely and efficiently separate aircraft, there is a significant negative impact to the state and economies.

# Pre-WAM Radar Coverage





# Radar Coverage Gaps at 9,000'



Craig

Steamboat Springs

Yampa Valley

Rifle

Eagle

Aspen

Montrose

Gunnison

Telluride

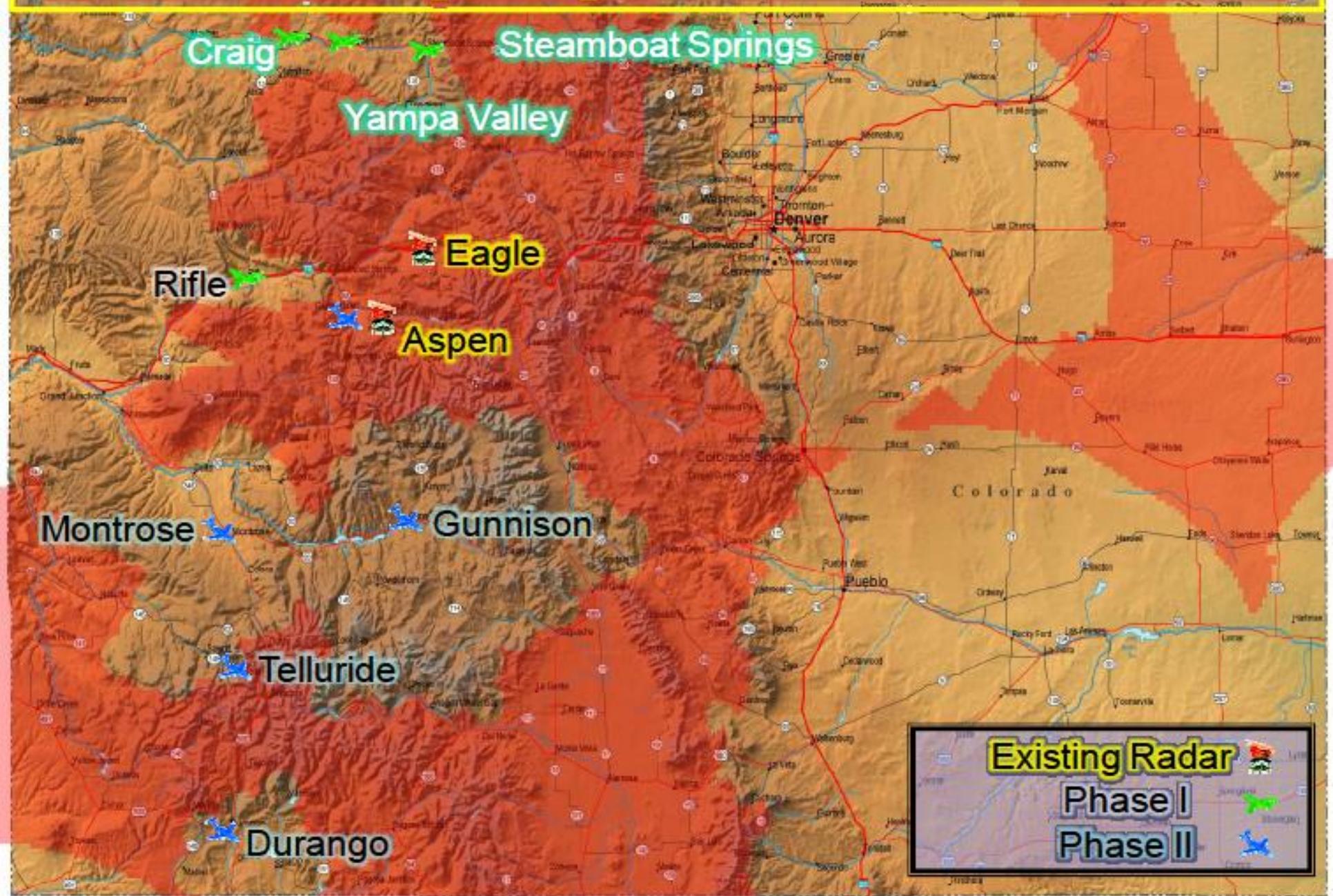
Durango

Existing Radar

Phase I

Phase II

# 9,000' Coverage Gaps Post Phase I & Phase II



# WAM Coverage 9,000 ft.

Craig

Steamboat Springs

Yampa Valley

Rifle

Eagle

Aspen

Montrose

Gunnison

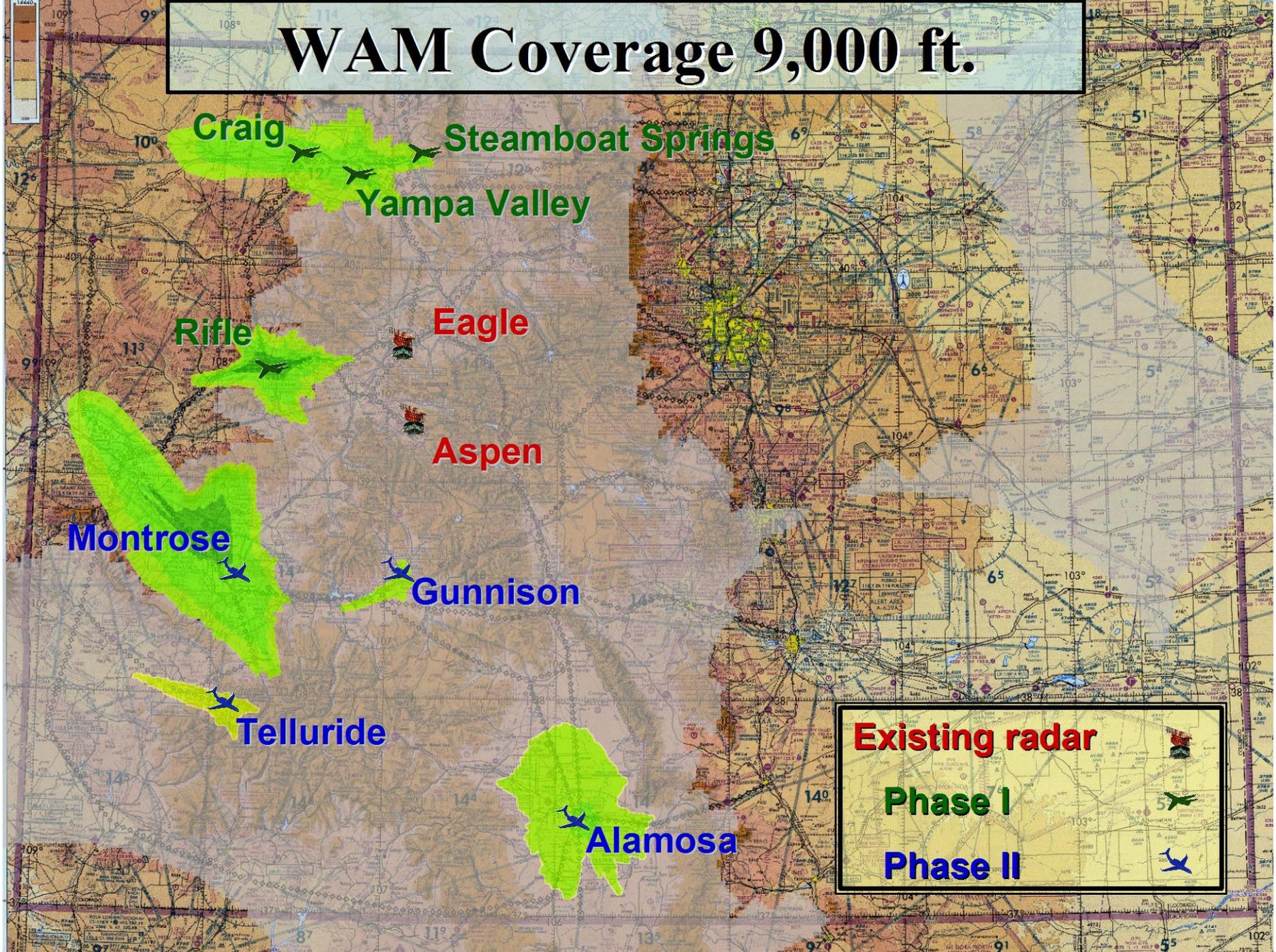
Telluride

Alamosa

Existing radar

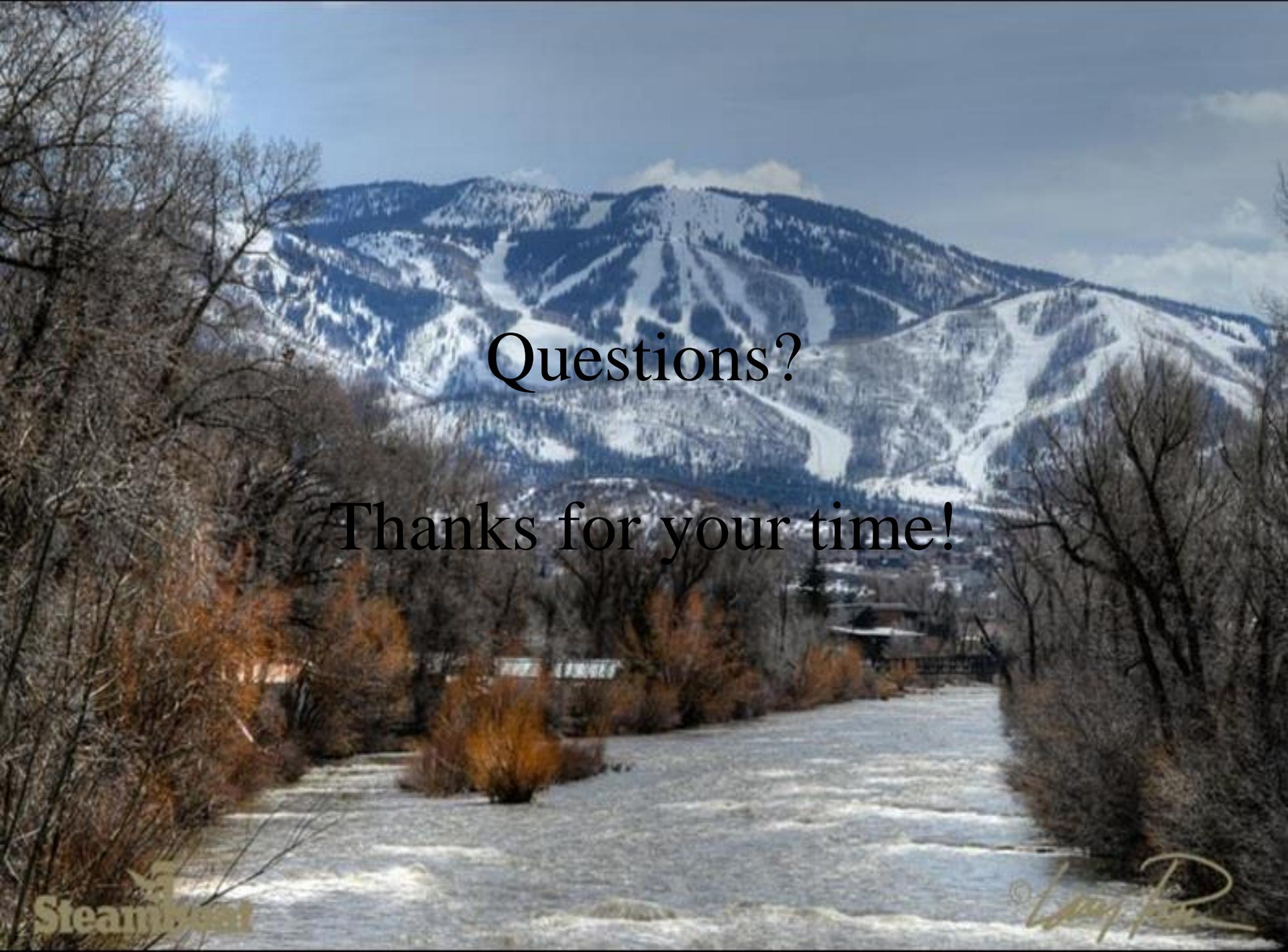
Phase I

Phase II



# Mountain Airport Challenges

- Weather
- Traffic Volume (Seasonality and compressed schedules)
- Physical Limitations of the Airport
  - Surrounding Mountainous Terrain
  - Runway Configuration -Most mountain airports have only one instrument runway, which limits the number of instrument approaches.
  - Limited Ramp Space -Aircraft must depart the airport, adding to the volume problem.
- Instrument Approaches -Terrain causes approach minimums to be high resulting in more missed approaches (Delays and Diversions-c. 30% of flights pre-WAM).
- Lack of Surveillance -Inadequate surveillance during the approach and departure phase of flight results in greater separation requirements and reduced airport capacity.



Questions?

Thanks for your time!