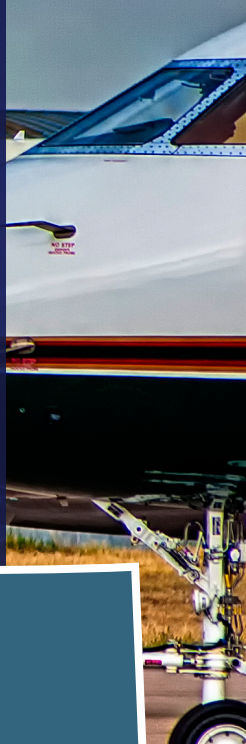


YAMPA VALLEY

Yampa Valley Regional Airport (HDN) is a commercial service airport in northwest Colorado, located two miles southeast of the town of Hayden. The airport is owned and operated by Routt County. HDN is the commercial service gateway to northwestern Colorado and Steamboat Springs. The airport is served by five airlines that provide seasonal flights to 15 destinations around the country and year-round flights to Denver. There is a single asphalt runway at HDN (10/28) that is 10,000 feet long by 150 feet wide. Frequent activities at HDN include business flights, aerial photography, aerial/wildland firefighting operations, and emergency medical evacuations. Additionally, HDN supports air cargo operations, making the airport a vital resource for Hayden and other communities in northwest Colorado.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.








Yampa Valley Regional Airport is one of 14 airports in Colorado classified as a Commercial Service airport. The airport has scheduled commercial air carrier service and provides access to large metropolitan areas around the country. These airports receive higher levels of activity from a wide variety of aircraft and airport users. Commercial Service airports often serve as gateways for interstate and international travelers and host many aviation- and non-aviation-related businesses that support the local community.



Frequent Airport Activities

| | | | | |
|--|--|--|---|---|
|  Recreational Visitors |  Corporate/Business Activities |  Emergency Medical Evacuations |  Aerial Photography/Surveys |  Aerial/Wildland Firefighting |
|--|--|--|---|---|

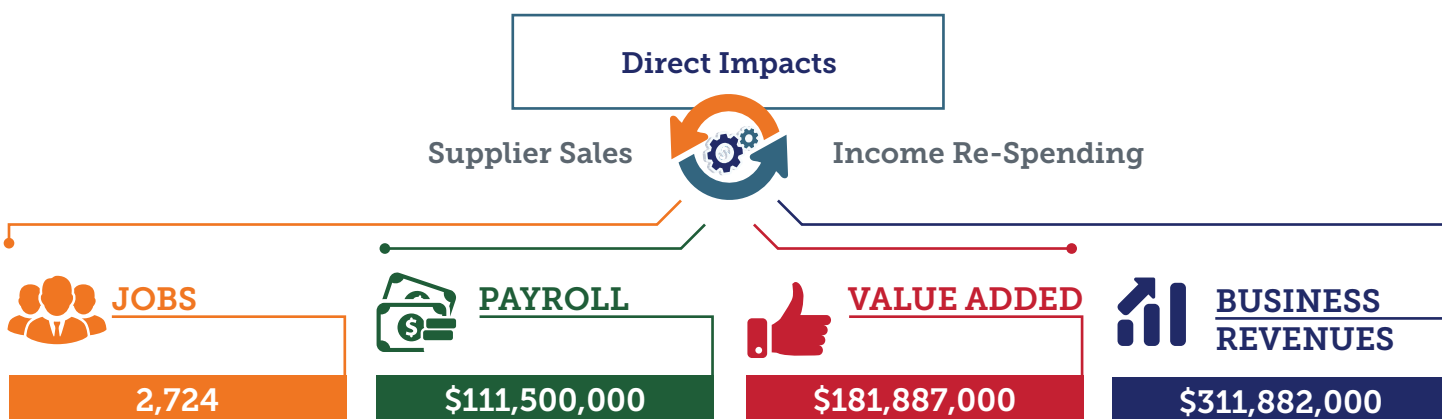
Yampa Valley Features

| | | |
|---|---------------------------------|--------------------------------|
|  | Associated City/County | Hayden/Routt |
|  | Associated OEDIT Region | 11 - Northwest Colorado Region |
|  | Annual Enplanements (2018) | 100,550 |
|  | Annual Operations (2018) | 14,323 |
|  | Number of Based Aircraft (2018) | 12 |
|  | Runway(s) | 1 |
|  | Air Traffic Control Tower | No |

HDN

Economic Impacts of HDN

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Yampa Valley is one of 14 commercial service airports contributing to the state’s aviation economic impacts. The components that comprise the total economic impacts for HDN are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of HDN and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport’s existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

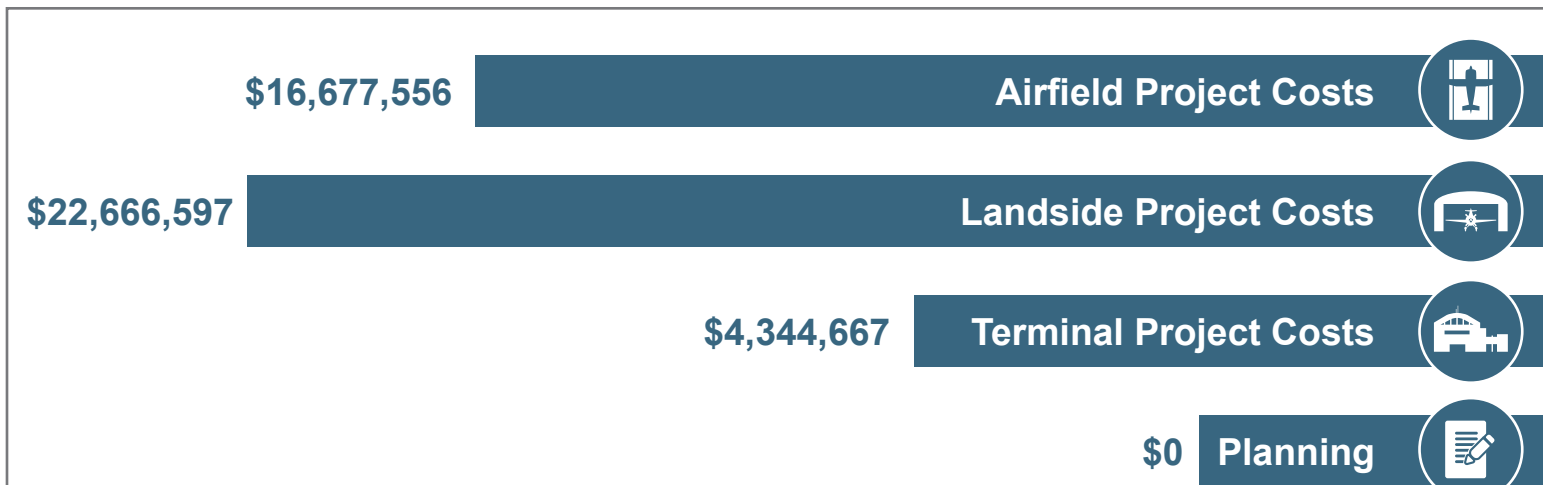
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport’s needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Yampa Valley to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

HDN is the primary commercial service airport for Steamboat Springs and is the largest airport in northwestern Colorado. HDN’s 10,000-foot-long runway is capable of serving commercial jet aircraft such as the Boeing 757, making it a suitable alternate for many other mountain airports. HDN is also unique from other mountain airports as it is not surrounded by high terrain, providing a safer approach for aircraft during poor weather conditions.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Yampa Valley. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

| Objective Category | Commercial Service Objective | Current Condition | Meets 2020 Objective? | |
|--|---|--|--|-----|
| Airfield | | | | |
| ARC | C-III/C-II | C-IV | Yes | |
| Runway Length | Align with Master Plan | 10,000 feet (10,000 feet) | Yes | |
| Runway Width | 150 feet/100 feet | 150 feet | Yes | |
| Runway Strength | 60,000 pounds | 75,000 lbs SW; 170,000 lbs DW; 260,000 2D | Yes | |
| Taxiway | Full parallel | Full parallel | Yes | |
| Runway Markings | Precision | Precision | Yes | |
| Lighting/NAVAIDS | | | | |
| Approach | Precision | Precision | Yes | |
| Visual Aids | ALS, rotating beacon, lighted wind cone, REILs, VGSIs | MALSF, rotating beacon, lighted wind cone, REILs, VGSIs | Yes | |
| Runway Lighting | HIRL or MIRL | HIRL | Yes | |
| Weather Reporting | On-site ASOS or AWOS | AWOS-3PT | Yes | |
| Airport Facilities | | | | |
| Terminal (CS and/or GA) | Acceptable ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations | Minimum required terminal square footage: 108,000 sq ft | Terminal building square footage: 71,695 sq ft | No |
| Apron Tie-Downs | Tie-downs for 20% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season | 20% of based aircraft fleet plus 50% transient aircraft fleet: 6 | Total tie-down spaces: 7 | Yes |
| Hangars | Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage | 80% of based aircraft fleet: 10 | Number of based aircraft hangar spaces: 4 | No |
| | | 50% of transient aircraft fleet: 3 | Number of transient aircraft hangar spaces: 4 | |
| Dedicated Maintenance/SRE Storage Building | Yes | Yes | | Yes |
| Electric Vehicle Charging Stations | Yes | No | | No |
| Perimeter Security | Full perimeter fencing with security gates and appropriate signage | Full perimeter fencing with security gates and appropriate signage | | Yes |
| Services/Other | | | | |
| Jet A Fuel | Full service | Full service | | Yes |
| AvGas Fuel | Full service | Full service | | Yes |
| Aircraft De-icing | De-icing facilities including fluid collection | De-icing facilities including fluid collection | | Yes |
| Courtesy Car | Yes | Yes | | Yes |
| Sustainability Plan | Yes | No | | No |
| Minimums for All Airports | | | | |
| Restroom (24-hr accessible) ✓ | Cell Phone Service ✓ | Airport Layout Plan (ALP) ✓ | Wi-Fi Service ✓ | |

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