



February 15, 2022

Dear Property Owner,

The City of Glenwood Springs recently completed an Airspace Study for the Glenwood Springs Municipal Airport as part of research for the South Bridge Project. This study was to investigate the concept of moving the airport runway north in order to eliminate the need for a tunnel under the South Bridge project and keep approximately the same length of runway.

In the findings of the study (for the scenario if the runway is shifted north), many obstructions to the conceptual airspace surfaces were identified, mostly trees and some buildings. Although additional analysis has not yet been done, the current geometry of the runway indicates that there are an even greater number of obstructions in the existing airspace surfaces. Regardless of if the runway stays in the same location or is shifted north, obstructions will need to be removed or mitigated.

This letter is to notify you that there may be obstructions on your property that would need to be removed or mitigated based on the existing or conceptual alignment of the airport runway. We are reaching out to you now, in advance of an upcoming community listening session, in hopes of connecting with you and answering questions that you may have before that evening.

Below is information that we have collected so far. Please note that we're at the beginning of this process and that there are some variables that are still in the air that could affect the scope of impact. We anticipate that we will not have answers to all your questions, but we wanted to make you aware that this is an issue that we are working on and invite you to connect with us. We hope to speak with you to ensure we have your contact information as we work through variable and look towards next steps.

GLOSSARY

airspace surfaces – The area above the earth used for takeoff, flying or landing.

conceptual alignment - The conceptual alignment is a potential future location and position of the airport runway that the airspace study was based on. In this scenario, the current runway length (3,305 feet) is shortened by 43 feet to 3,262 feet and is shifted approximately 120 feet to the north.

obstruction - an item that protrudes into airspace potentially creating safety hazards for airplanes.

At your earliest convenience, please reach out to Bryana Starbuck, Public Information Officer, at 970-384-6441 or airportcomments@cogs.us.

Thank you,
Bryana Starbuck
City of Glenwood Springs
Public Information Officer

Si desea leer esta carta en Español, póngase en contacto con Bryana Starbuck en espanol@cogs.us o llame al 970-384-6447.

QUESTIONS AND ANSWERS

◆ **Why did the City need to do the study?**

The airspace study was completed as part of research to see if it would be possible to shift the airport runway north to eliminate the need for a tunnel under the South Bridge project and keep approximately the same length of runway. This shift to the north is a conceptual alignment.

◆ **What is the difference between the conceptual alignment and the existing alignment?**

The existing alignment is where the runway is today, with its current length of 3,305 feet. The conceptual alignment is what the airspace study evaluated, with approximately the same runway length (3,232 feet) shifted 120 feet to the north.

◆ **What is considered an obstruction?**

An obstruction is an item that protrudes into airspace. The aerial survey and obstruction analysis looked at the conceptual airspace surfaces as defined by the Federal Aviation Administration (FAA). Overall, the study indicates that there are 486 obstructions that penetrate the aviation surfaces for Runway 14 (approaches and takeoffs from the north end) and 353 obstructions that affect the aviation surfaces for Runway 32 on the south end.

The vast majority of these obstructions are trees, but there are some buildings that are also within the aviation surfaces, which can be mitigated with new lighting. Custom Obstruction Data Reports including location, height, distance above each obstructed surface were identified along with the associated land parcel data.

◆ **What do the findings of the study mean for me/my property?**

The City would like to work with local landowners whose properties contain obstructions to develop a plan to remove or mitigate the obstructions to improve airport safety. If the runway remains in its existing location at its current length, the City will need to refine the study data to confirm likely additional obstructions in the airspaces.

◆ **What is the timeline? When will we know the extent of the impacts?**

Please note that we're at the beginning of this process and that there are some variables that are still in the air that could affect the scope of impact including if the runway moves or not. Assuming the runway is not moved, the City is making plans to begin removing obstructions on City property beginning in 2023 followed by obstructions on private property.

◆ **What do the findings of the study mean for the airport?**

To ensure safety compliance for today’s airport operations with the runway in its current placement, the obstructions will need to be removed. Failure to mitigate impacts the safety of the airport and could impact the ability for the airport to receive grant funds to support maintenance and operations. The study is part of safety planning for the airport and could be integrated into a broader Airport Layout plan /master plan.

◆ **What do the findings of the study mean for the South Bridge project?**

The study found that it would be possible to move the runway north, thus eliminating the need for a tunnel. This would reduce the cost of construction and future maintenance. More information on this and an opportunity to comment will be provided at the listening session on February 24.

◆ **Where can I learn more about the Airspace Study and participate in community conversations about the Airport and the South Bridge Project?**

Glenwood Springs City Council is hosting a community listening session at Sopris Elementary School on Thursday, February 24 from 5:30-8:30 PM. At this event there will be information about the airspace study and for the community to provide feedback on a range of topics. We hope to connect with you before this meeting to answer any questions you may have.

◆ **How do obstructions compare between moving the runway north and keeping it where it is?**

Moving the runway to the north would require fewer trees to be removed.

The City does not have an exact number for the tree obstructions that need to be removed with the airport in its existing location. Based on the lay of the land and flight paths, the Engineering Department estimates that if the runway remains in its existing location that a greater number of trees will need to be removed than if the runway were to be shifted north.

◆ **Are there other options besides tree removal?**

It may be possible to top some of the trees. The City will evaluate this option on a case-by-case basis with an arborist.

◆ **Who is paying for the tree removals?**

Exact details have not yet been determined, but the City would not expect private property owners to cover the cost of removal.

Attachment: Overview map of Airspace Study

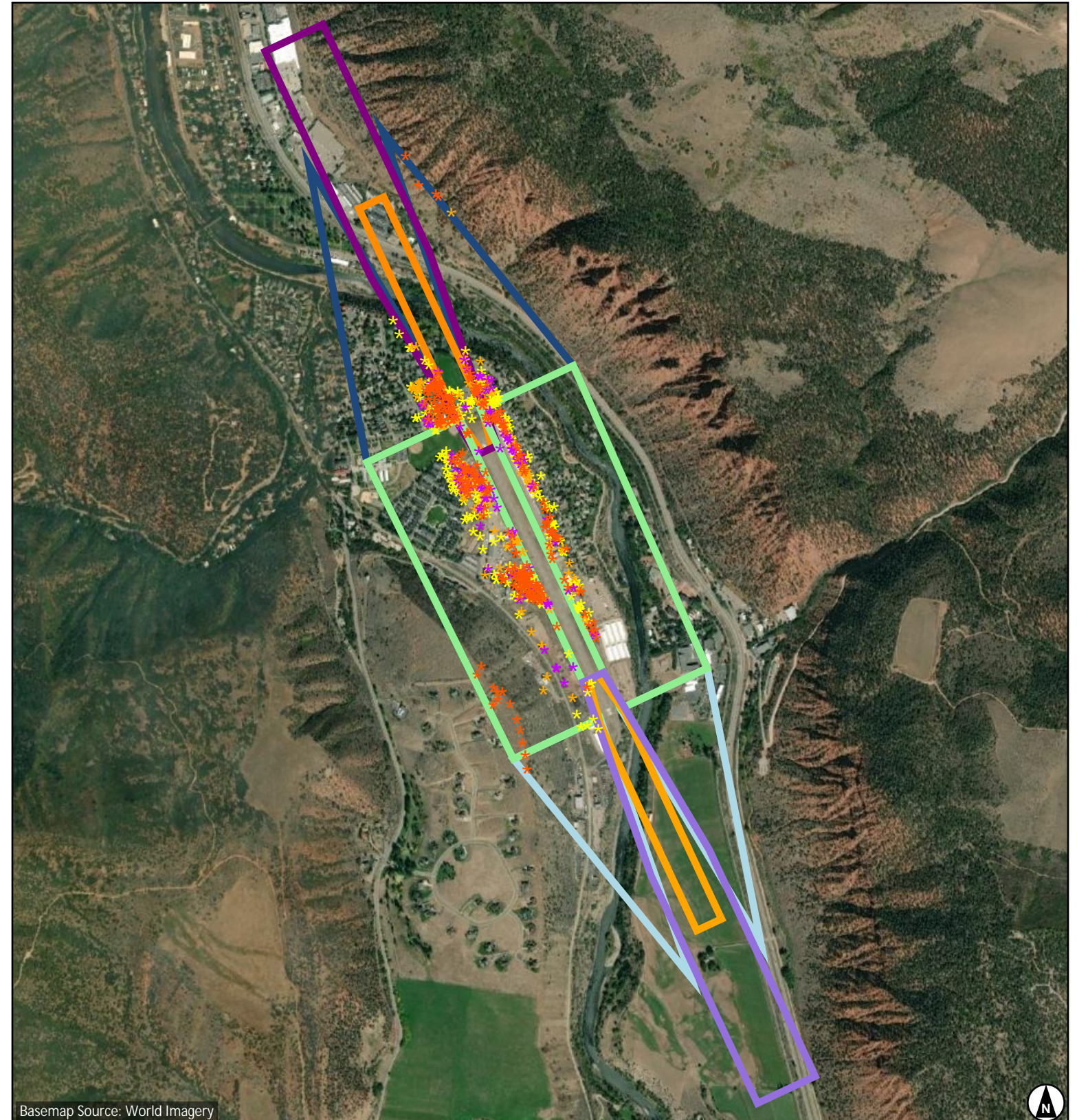


KGWS Obstruction Analysis Report



GLENWOOD SPRINGS MUNI Runway 14/32 (3305' x 50')

Acquired 7/06/2021
39° 30' 21.60" N, 107° 18' 32.70" W
Elevation: 5916.0'



Basemap Source: World Imagery

Surfaces

- RWY14 - Approach Transitional (7:1)
- RWY14 - Runway Transitional (7:1)
- RWY14 - Threshold Siting Surface (15:1) (Cat-1)
- RWY14 - Threshold Siting Surface (20:1) (Cat-2)
- RWY32 - Approach Transitional (7:1)
- RWY32 - Runway Transitional (7:1)
- RWY32 - Threshold Siting Surface (15:1) (Cat-1)
- RWY32 - Threshold Siting Surface (20:1) (Cat-2)

Obstructions

- Potential (-10' to 0')
- Low (0' to 5')
- Medium (5' to 10')
- High (>= 10')

Obstruction Results				
Runway	Aviation Surface	Parcels	Obstructions	Potential
14	Approach Transitional (7:1)	37	134	41
	Runway Transitional (7:1)	114	350	157
	Threshold Siting Surface (15:1) (Cat-1)	7	9	8
	Threshold Siting Surface (20:1) (Cat-2)	10	27	25
	Totals		147	486
32	Approach Transitional (7:1)	7	4	5
	Runway Transitional (7:1)	114	350	157
	Threshold Siting Surface (15:1) (Cat-1)	1	0	1
	Threshold Siting Surface (20:1) (Cat-2)	1	1	3
	Totals		118	353