

## 7.0 AIRPORT PLANS

Future development plans for HDN have evolved from a variety of considerations. Aviation activity forecasts, facility requirements, environmental considerations, and aircraft operational characteristics are among the many factors evaluated to develop a dependable basis for planning. Forecasts are utilized as a framework for planning; however, actual development and facilities are constructed to meet actual demand.

Previous chapters in this Master Plan establish and quantify future development needs at HDN. This chapter serves to categorically review, summarize, and graphically detailed various elements of the future airport development plan. These elements are represented in the Airport Layout Plan drawing set for HDN through the inclusion of following drawings: the Airport Layout Plan, the Terminal Area Plan, the Airport Airspace Drawing – Part 77, Existing/Ultimate Airspace Approach Profiles, Inner Portion of the Approach Surface Drawings, Departure Surface Drawings, Vertically Guided Protection Surface, the Land Use Plan, and the Exhibit ‘A’ Property Map.

### 7.1 AIRPORT LAYOUT PLAN (ALP)

The ALP graphically represents the existing and future airport facilities required to enable the Airport to accommodate future demand. It provides detailed information pertinent to airport and runway design criteria, which is necessary to define relationships with applicable standards. **Figure 7-1** through **Figure 7-3**, and the following paragraphs describe the major components of the future Airport Development Plan as shown on the ALP below.

#### 7.1.1 Terminal Development

It is recommended that the HDN terminal be expanded and reconfigured among three phases of development. An initial phase reconfigures existing terminal space to better accommodate passengers and users in the areas of secure holding, baggage processing, security, and concession. Phase II places an emphasis on baggage handling and expands the terminal footprint prior to second floor expansion in Phase III. The third phase encompasses development of a new concourse that is able to support jet bridges, and a covered passenger walkway.

#### 7.1.2 Landside Development

Recommended landside access and auto parking development will occur in accordance with increased vehicular traffic and demand that is generated by future passenger enplanements. Relocation of the Airport entrance will initiate landside access and parking improvements. Widening of County Road 51A promotes safety and accessibility with increased traffic flow while parking lot configuration, size, and application are enhanced. Long-term landside development depicts

relocation of County Road 51A and paved lots that support the one-way flow of traffic on Terminal Way.

### **7.1.3 Commercial Apron**

Realignment of the commercial apron aircraft parking gates will enable simultaneous parking of three C-III aircraft. Commercial gate expansion is recommended to the west to realign aircraft parking positions and incorporate pavement reconstruction to increase commuter parking positions while retaining the location of deice pads.

### **7.1.4 Taxiway System**

Development applicable to the HDN taxiway system includes the recommendation of removal and relocation of Taxiway A4. Easterly relocation is to be included as part of a major taxiway rehabilitation project and provide indirect runway access. Construction is anticipated to coincide with deteriorated pavement conditions prior to year 2025.

### **7.1.5 GA Facilities/East GA Development**

The development concept for the east GA development area combines elements of both initial and full build-out alternatives, and additional elements of new taxiway construction that connects Taxiway A-1 to a taxiway that runs parallel to Taxiway A. To facilitate deicing prior to a Runway 28 departure, a deice pad will be constructed at the east end of the taxiway.

Hangar development will include a range of hangar sizes that meet the needs of third party individuals and entities. Third party developers will also establish the aprons that accompany new hangars and respective vehicle access/parking expansion. Construction is dependent upon the demand to accommodate transient aircraft and based aircraft. Activity demand and private investment will dictate the level of actual development; therefore, it is anticipated that construction will be phased over the 20-year planning period.

### **7.1.6 ARFF and SRE**

Expansion is recommended to meet the needs and facility requirements for ARFF and SRE. Suggested development includes widening the door of the north-facing bay to accommodate Index C ARFF vehicles, and pavement and building expansion. ARFF facility needs are met through additional space generated by bay expansion to the west, and south/southeast. SRE facility needs are met through a proposed 10,000 square foot cold storage facility. ARFF/SRE apron expansion to the east compensates for the depleted apron pavement caused by building expansion.

## **7.2 TERMINAL AREA PLAN**

A detailed view of heavily concentrated landside development areas on the west and east sides of the Airport are shown in the Terminal Area Plan drawings, as provided in **Figure 7-4** and **Figure 7-5**.