



Boulder Municipal Airport
Master Plan Update
January 2007

TABLE OF CONTENTS

History of Boulder Municipal Airport.....	1
The Airport Today	2
Noise Abatement.....	2
Airport Funding.....	2
Economic Impact.....	3
Airport Goals.....	3
Airport Master Plan	4
Purpose of City Master Plans.....	4
Current Master Plan.....	4
Approval Process	4
Significant Issues and Goals of Master Plan	5
Aviation Forecasts	5
Types of Aircraft Using the Airport.....	6
Historical and Forecasted Activity.....	6
Analysis.....	7
Environmental Review	7
Identified Improvements	8
Airside Planning Concepts.....	8
Landside Planning Concepts	9
Planned Improvements	9
Short-Term.....	10
Mid-Term	11
Long-Term	12
Phasing Plan Diagram	13
Operations and Management Recommendations	14
Airport Operations and Noise Abatement Program	14
Community Outreach.....	15
Airport Management and Lease Practices	15
Master Plan Implementation.....	16
City of Boulder Review Processes	16
Conclusion	17
Attachments:	
Airport Layout Drawing.....	18
Terminal Area Plan	19
Land Use Drawing	20
Voluntary Noise Abatement Map.....	21
Airport Influence Zones	22
Airport Airspace Plan and Profiles.....	23-27
Airport Property Map.....	28
Appendix A.....	29



History of Boulder Municipal Airport

Boulder Municipal Airport (BMA) is a general aviation airport that has been in existence since 1928 when it began as a dirt landing strip called “Hayden Field.” In its early years, a small group of aviation pioneers started up the “Silver Wing Aircraft Company,” one of the first aircraft manufacturers in the nation. Their premier aircraft, a two-seat plane with silver wings, was test flown on April 14, 1928 in front of a crowd of 1,000 spectators. Although the factory was located near 28th and Pine Streets, the company built the airfield’s first hangar and secured the title to the Hayden Lake tract to officially designate the strip as an airport. In addition to constructing the Silver Wing aircraft, they also ran Boulder’s first flight school.



Silver Wing aircraft on maiden flight, 1928
(Photo courtesy of Boulder Daily Camera archives)

In the early 1940s, the city of Boulder purchased 36 acres of the Hayden Field property and re-named it Boulder Municipal Airport. Shortly after its purchase, the city graded the primary runway, installed runway markers, and built the first city-owned building.

During World War II, the airport was home to the Army Air Corps’ Civilian Pilot Training Program, training U.S. Navy aircrew how to fly the J-3 “Cub” trainer and surveillance plane. At that time, the airport had three runways. The primary runway was in the same location as the current runway 08/26, but the field also had two diagonal runways composed of grass.

Between 1953 and 1969, numerous improvements were made at the airport. In 1953, the airport installed runway lights and a flashing beacon. In 1958, the Civil Aeronautical Administration (now known as the Federal Aviation Administration) gave the airport its first grant of \$50,000 which helped the city fund a \$100,000 project to pave the primary runway. In 1958 and 1959, the city of Boulder purchased an additional 37 acres of land that now consists of the main hangar area and eastern end of the runway.

The airport has served the Boulder aviation community since its inception and currently has about 190 based aircraft and approximately 14 businesses or non-profit groups that call it home. The airport’s activity continues its rich heritage centered around community-related aviation, to include recreational flying, local business-related flights, flight training, fire/rescue flights and parachuting.

The airport is classified as a general aviation airport by the Federal Aviation Administration’s (FAA) National Plan of Integrated Airport Systems (NPIAS). The FAA and the state of Colorado Department of Transportation recognize the airports as an important transportation asset and a center for aviation-related business. Section 3.22 of



Aerial view of Boulder Municipal Airport, 1960



the 2005 Boulder Valley Comprehensive Plan states that “The Boulder Municipal Airport will continue as a small-scale general aviation airport.” The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport.

■ The Airport Today

Boulder Municipal Airport includes one runway (08/26) and one glider strip (08G/26G); runway and taxiway lighting; a visual approach slope indicator for runway 26; three underground fuel storage tanks; 130 paved tie-down spaces; 66 glider tie-down spaces; eight t-hangar buildings and 11 airport-related and/or executive hangar buildings (see diagrams on pages 18 and 19). The airport is home to several businesses that provide flight training, aircraft maintenance, aircraft sales and rentals, glider flights, parachuting and the manufacturing of helicopter components.

Noise Abatement



The FAA regulates all airspace over the United States and thus is the only agency that can impose restrictions as to its use. The FAA must balance many concerns when regulating the airspace, such as safety, noise, transportation and commerce. The airspace over Boulder Municipal Airport is classified as Class G. In Class G airspace, aircraft may fly without being in contact with air traffic control and must remain at least 1000 feet over populated areas and 500 feet over non-populated areas unless taking off or landing at an airport.

Although the FAA controls airspace usage and restrictions, Boulder Municipal Airport began measures in 1995 to institute a *voluntary* noise abatement program. The program is a local effort between the pilots, community and airport to mitigate aircraft noise. The program delineates where the populated areas are and designates routes and procedures for pilots to use that minimize noise while still providing a safe flight path to and from the airport and when operating in the airport traffic pattern. However, it’s important to note that not all populated areas can be avoided due to operational reasons and growth around the airport. The program has experienced great success since its inception and continues to be a highly valued program that adapts and improves with input from community members and airport users. Some of the recommendations resulting from the master plan process can be seen on pages 14 and 15.

Airport Funding

The airport is self-sustaining and does not receive subsidies from the city of Boulder General Fund or Transportation Fund. The Airport Fund functions as an enterprise entity; although, it is not officially designated as an enterprise fund. Revenue sources include building and land leases, fuel flowage fees, interest income, State of Colorado fuel excise tax, and federal and state airport grants.

Boulder Municipal Airport has received several FAA grants that help pay 90-95% of the costs associated with



Identifying improvements, maintenance and funding are key components to a Master Plan



airport upkeep and capital improvement projects. Due to the monetary investment, the FAA wants to ensure that the improvements will be used for public aviation use. FAA Order 5196A, *Grant Assurances*, covers this in much greater detail, but essentially is an agreement that the city, as the airport operator, will:

- Operate the airport safely and allow FAA inspections
- Abide by federal regulations (i.e. non-discrimination laws, environmental laws, etc.)
- Remain a public-use airport
- Retain and keep updated an airport master plan
- Repay the FAA for unused life of any improvements if airport use is changed

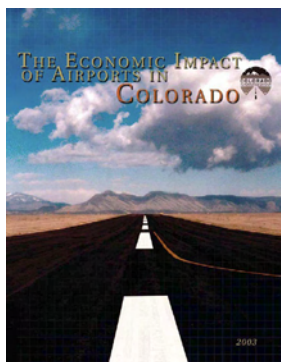
As stated in the last bullet, the assurance promises that the airport will remain open to the public for at least the useful life of the improvement. In most cases, “useful life” is considered to be 20 years from the date of acceptance of the grant and coincides with how long the improvement should remain in useable condition (i.e. a newly repaved runway should last 20 years).

FAA grants were also used to acquire 49 of the airport’s 179 acres. Grant assurance agreements associated with land purchases carry no maximum time limit and the value of the grant (if it had to be repaid) is calculated on the market value of the land at today’s highest market value at best use.



Over 80% of the aircraft based at Boulder Municipal Airport are registered to Boulder area residents (determined by airport database of hangar and tie-down leases)

Economic Impact



CDOT’s 2003 study

The airport plays an important role in the local economy by contributing jobs and economic vitality. It also provides a vital role in the accessibility, prosperity and overall quality of Boulder’s businesses.

In order to quantify the positive benefits of Colorado’s public-use airports, the Colorado Department of Transportation (CDOT) Aeronautics Division conducted an economic impact study in 2003. The analysis, conducted by an independent contractor, determined that Boulder Municipal Airport provided approximately 675 jobs, \$24 million in wages and almost \$57 million to the Boulder economy each year. The results of the study and more information can be found on the CDOT website at: www.colorado-aeronautics.org.

Goals of Boulder Municipal Airport

- Operate in a safe and efficient manner
- Continue to serve the needs of the Boulder aviation community
- Maximize compatibility with the community with regard to aircraft noise impacts
- Maintain financial self-sustainability



Purpose of City of Boulder Master Plans

- Provide consistency of facility and service planning with overall city policies and plans
- Provide financial and programmatic planning for facility and service provision
- Provide integration and coordination between departments
- Guide capital improvement programming
- Identify costs associated with current system deficiencies and replacement needs

■ The Airport Master Plan

The purpose of the 2006 Airport Master Plan Update is to assess the current and anticipated needs of the Boulder Municipal Airport (BMA) and provide a plan for facility and management improvements for the next 20 years. FAA Order 5100.38 recommends an update to the Airport Master Plan every 10 years (or 5 years if there are significant changes at the airport).



The previous Airport Master Plan Update for BMA was approved in 1994. Some of the major facility improvements that were identified in that master plan and have since been constructed include: installation of an Automated Weather Observing System (AWOS), installation of taxiway lighting, repaving of runway 08/26, changes to the noise abatement program recording and reporting procedures, and installation of a wheelchair lift in the terminal building.

Current Master Plan Update

The Airport Master Plan Update process began in 2004 and included both technical tasks and public involvement activities. A Working Group composed of airport users, nearby residents, and staff from the city, state and federal aviation agencies reviewed the work products and give input on issues and analysis concerning the Airport Master Plan Update. The purpose of the Working Group was to have more in-depth information sharing and collaboration of various stakeholders and perspectives.

Several public open house meetings were held to review and discuss the Airport Master Plan Update issues and work products. The city also used public outreach tools including project newsletters and a project Web page with comment form. All public input that was received during the update process was considered and changes and improvements to the Airport Master Plan Update were made as applicable.

Approval Process

The Airport Master Plan Update has been presented to the Planning Board for their review and recommendation to City Council. The City Council will also review the Airport Master Plan Update document and take action on accepting the document. Once the FAA has reviewed the document and City Council approval is obtained, the FAA and city of Boulder will sign a joint approval agreement.



The Master Plan reinforces BMA's role as a community-oriented general aviation airport



Significant Issues & Goals of the Airport Master Plan

A goal of this Airport Master Plan Update was to evaluate the most significant issues facing Boulder Municipal Airport, as well as consider all of the public input and the best ways to address them in future plans. The significant issues are addressed in detail in Appendix A (see last page) and include:

- Existing/future airport demand
- The airport's role in the local economy and in the general aviation marketplace
- Airport compatibility with surrounding community
- Airport infrastructure condition and needs
- Economic impact of operating the airport
- General Aviation (GA) security measures
- Aircraft storage, current hangar use, and analysis of current leasing practices
- Aircraft flight paths
- "Right-sizing" the airport for the community and defining its niche
- Maintaining financial self-sufficiency of the airport
- Minimizing noise impacts on community when able and conduct an analysis of flight patterns
- Evaluating environmental issues (i.e., overflight of raptor nesting areas and controlling prairie dog habitat expansion)

■ Aviation Forecasts

Forecasts of aviation activity at BMA have been prepared to understand the potential needs and changes for the airport facility in the future. There are a number of factors that are considered indicators of future aviation activity. These include: existing population and population forecasts for the city and county of Boulder; employment and income conditions; weather conditions; national and regional aviation industry situation and the airport location and potential in the community. The forecasts also consider BMA's current and past annual aviation activity figures and the number of aircraft based at the airport.

There are 190 aircraft currently based at BMA. The majority are single engine aircraft (66%), followed by glider planes (24%), and multi-engine aircraft (10%)¹. Approximately 73% of the operations are categorized as "local operations," which consists of flight training, touch-and-go operations and recreational flying¹. The remaining 27% of the operations are described as "itinerant operations," which are aircraft stopping in for short periods (usually for business or transportation purposes). It's estimated that there were 59,400 annual operations at BMA in 2005, which included the types of aircraft seen in the graph on the next page.

Definitions at a Glance

Aircraft operation: One operation is defined as each time an aircraft lands or departs.

Local operation: When an aircraft takes off and lands at the same airport.

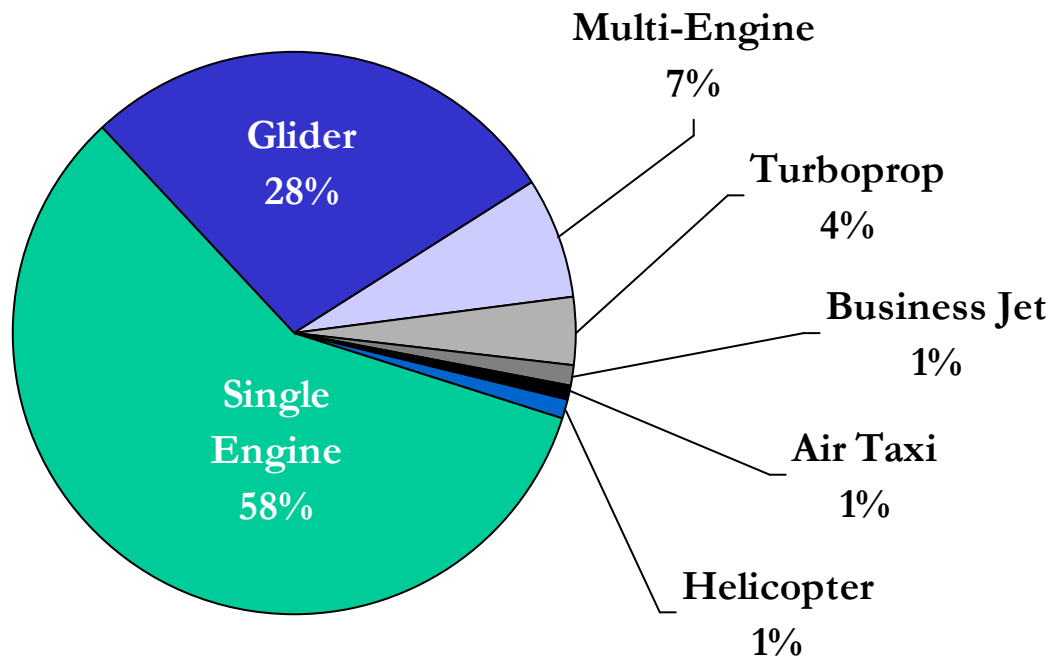
Itinerant operation: When an aircraft does not land at the same airport it took off from or is only passing through the airspace.

Boulder and the surrounding area, with its numerous educational and recreational opportunities, tourist activities, and affluent population base, provide a strong and definable market area for continued business and recreational flying opportunities, as well as glider activity. There has been a decline in aviation activity at BMA over the last several years which may be due to the economic recession in 2001, impacts to the aviation industry after the 9/11 attacks and lack of covered storage space for aircraft, as indicated by a large waiting list.

¹ As estimated by airport administration.

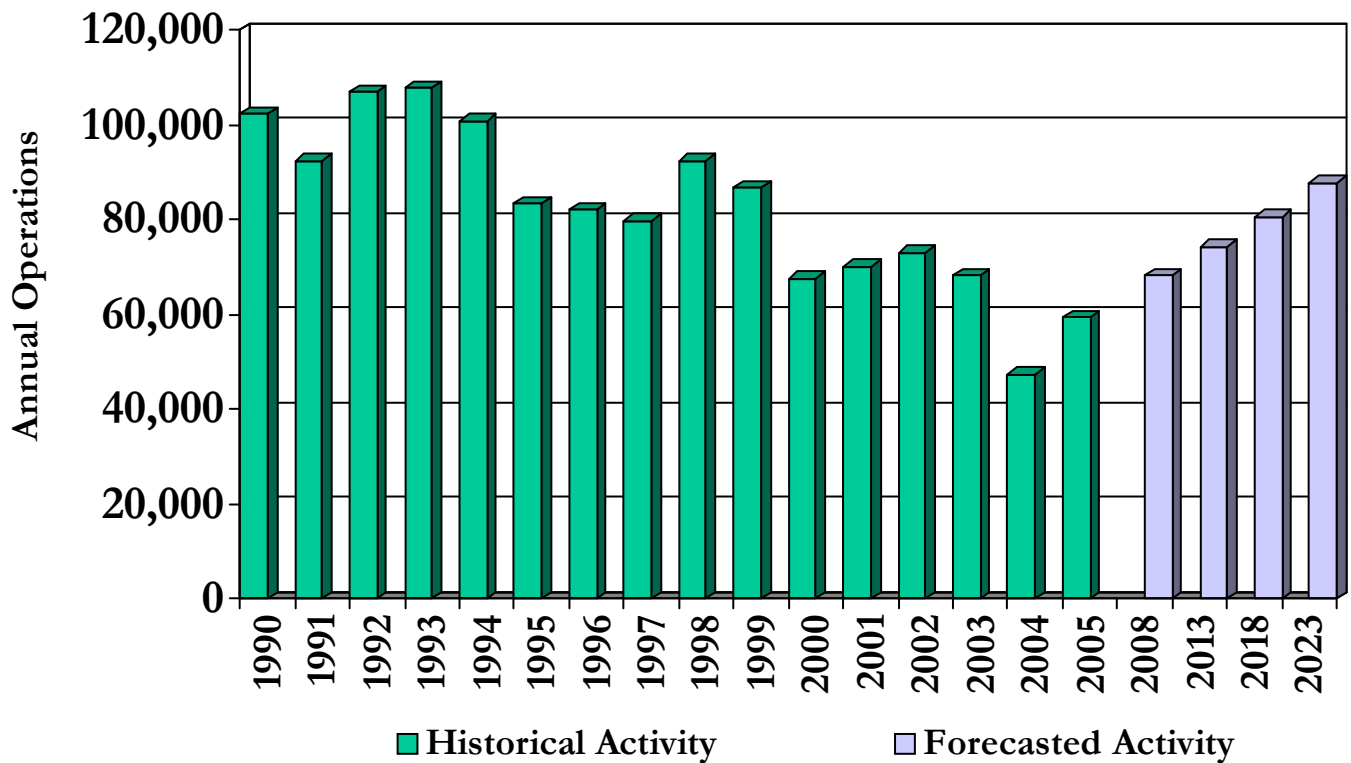


Types of Aircraft Using BMA



As estimated by airport administration and fixed based operators.

Historical and Forecasted Activity



Data compiled from airport's acoustic counter.



The FAA offers several forecast models that were considered in the creation of the aviation activity forecast for BMA. Forecasts from the 1994 BMA Master Plan Update were also reviewed. The forecasted scenario projects no growth in aviation activity for the first five years of the planning period and then a 1.7% annual growth rate, which remains below the national average of 1.9%. As can be seen in the forecast graph, this results in annual aviation activity rates that are similar to those experienced in the mid-to-late 1990s and through 2003.

The majority of operations will likely continue to be local operations with a mixture of aircraft similar to today's percentages. The forecast does anticipate a slight increase in turbine aircraft due to the newly developed category of very light jets (VLJ) that can land at smaller airports. Forecasting the effect from VLJs is very speculative since the technology is newly emerging and actual consumer interest is still unknown. Though the master plan is updated every ten years, airport management evaluates the forecast yearly based on national and regional aviation trends. Overall, BMA is expected to continue to operate as it does today, with its primary focus on serving the Boulder community at about 80,000 – 87,000 operations per year by 2023. (Refer to Appendix A, Section B for more information on aviation activity forecasts)

■ Analysis

Prior to the creation of a list of specific improvement projects, the current airfield layout and existing facilities were compared to current and future aviation activity. That way a more accurate assessment could be made to determine if any major changes were needed at BMA. Factors such as the airfield layout and wind coverage conditions were used in the analysis. Major changes such as the addition of a cross-wind runway were removed from further consideration since the wind coverage conditions did not warrant such a change, nor is there available space to construct another runway or lengthen the current runways. Since BMA is expected to operate at existing activity levels or at levels seen in the 1990s, it was determined that the runway, taxiway, roadway, and parking systems all have more than adequate capacity to handle current and forecasted activity for the next 20 years.

The current and future type of aircraft operating at BMA is an important consideration in the design of any future airside facilities. BMA was designed to accommodate aircraft up to the size and characteristics of the Beech 200 Super King Air, which has been designated as the airport's "design aircraft". Since the design aircraft has not changed from the previous airport master plan update, the current spacing between the runway and glider strip and widths required for runways and taxiways will also remain the same. The runway length is also deemed acceptable and no plans are being proposed to lengthen the runway.



Beech 200 Super King Air

Definition at a Glance

Design aircraft: The aircraft an airport uses for its design, so that the airport infrastructure can support its safe operation both in the air and on the ground.

Environmental Review

A preliminary assessment of environmental information was undertaken to identify any environmental resources that would need to be addressed prior to the implementation of any of the proposed projects and programs (outlined on pages 10-12). All area environmental agencies were contacted to gather information on critical resources. Through this effort, it was determined that none of the recommended projects or programs will likely require an environmental assessment prior to construction or implementation. The proposed



projects and programs are not expected to have significant impacts on the long-term quality of the air and water in the vicinity of the airport nor adversely affect any federally listed candidate, proposed, threatened or endangered species. Two historic resources adjacent to BMA were identified – North Boulder Farmers Ditch and the Boulder & Left Hand Ditch. At this time, no designated wetlands appear to be affected by the proposed projects and programs; however, if any projects are found to impact wetlands then a city of Boulder wetlands permit will need to be obtained. In addition to the preliminary analysis, each project will be evaluated prior to construction to determine if there is need for a Community and Environmental Assessment Process (CEAP). (See Appendix A, “Environmental Overview” chapter for further information)



A noise analysis was also conducted to determine both the noise levels resulting from existing aircraft operations as well as the potential noise levels that could be expected to occur in the future. This information was also useful in identifying any necessary changes to supporting land use planning in the area. The city of Boulder established Ordinance No. 5200, which defines a series of overlay zoning designations composing an “Airport Influence Zone” (AIZ). These zones promote land use compatibility in the vicinity of the airport and attempt to minimize aircraft noise impacts to adjacent property owners and residents. The noise analysis found that the current and forecasted 2023 noise levels are very similar, which corresponds to the aviation forecasts which predict activity levels similar to current activity levels or those experienced in the mid- to late-1990s. The AIZ was also reviewed and it was recommended to be maintained. More details about the noise contours and AIZ can be found in Appendix A.

Identified Improvements

Navigational aid improvements, such as an instrument approach procedure and improved runway lighting, have been identified to further improve safety of aircraft operations at BMA. These improvements focus on the safety of BMA’s users and will not influence net operations.

Current and future deficiencies in landside facilities (such as additional hangars and their associated access roads) were also examined to assess BMA’s ability to match existing space with aviation needs, requirements and technology. Also identified was the possible sale of three acres of land located on the SW corner of the airport that is not feasible for aviation use due to lack of taxiway access and a significant slope. Upon approval of the Master Plan Update, the city can request release of this land from the FAA and place it on the market for sale. Additional improvements and projects will be discussed under the next section, “Planned Improvements.”

Airside Planning Concepts

Following the completion of the capacity and requirements analysis, this Airport Master Plan Update looked at two airside planning concepts. More details may be obtained in Appendix A.

Option #1: The first airside planning concept kept the existing runway configuration and design standards and proposed an instrument approach to Runway 26.

Option #2: The second airside planning concept relocated the glider strip adjacent to runway 08/26, installed a north parallel taxiway, preserved runway 08/26 design standards and proposed an instrument approach upgrade to runway 26. This option was not recommended due to the safety concerns of having powered and non-powered aircraft operating on essentially the same runway.

Definitions at a Glance

Airside: The part of the airport that consists of the runway and taxiway.

Landside: The part of the airport that contains the terminal building and associated support structures (hangars, parking lots, etc.)

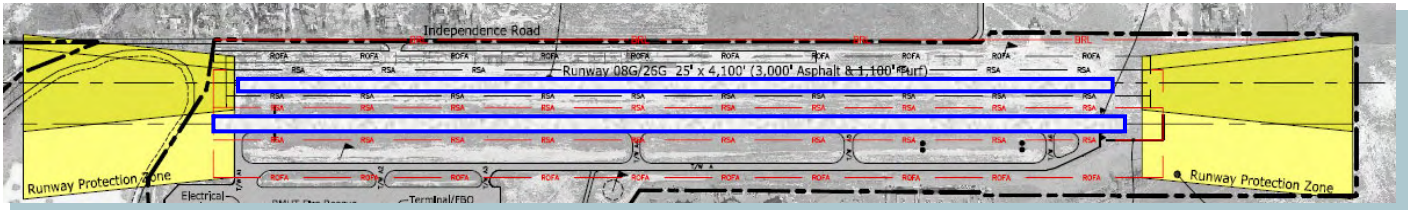
Instrument approach: When a pilot uses instrumentation, either on the ground or via GPS satellite, to land an aircraft.



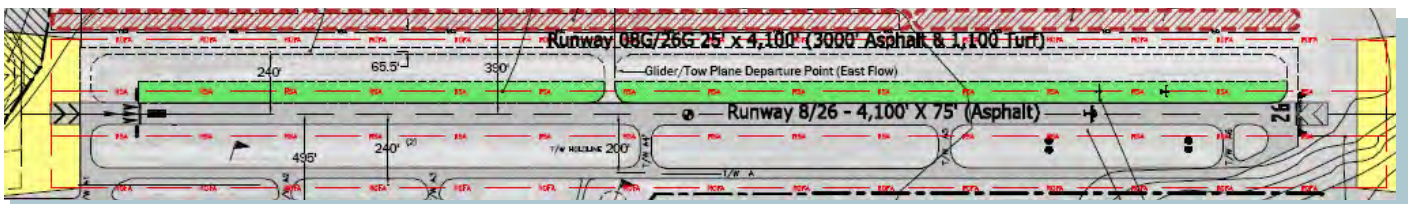
Landside Planning Concepts

There were also two landside concepts proposed that were associated with the corresponding airside concepts. Following the feedback of these airside and landside planning concepts at the working group and public open-house meetings, the project team recommended no changes to the basic airside layout (Option 1) and the incorporation of some of the landside improvements from the Option 2 concept.

By taking options from each of the recommended alternatives, the preferred alternative met the following Airport Master Plan Update goals. Further details on the landside analysis can be found in Appendix A.



Current Runway and Glider Strip Configuration in Option 1 (Recommended)



Location of Glider Strip, shown in green, in Option 2 (Not Recommended)

Planned Improvements

A list of specific airside and landside projects and airport-related programs (such as Voluntary Noise Abatement, Leasing/Business practices, Wildlife Management, Economic Sustainability and Security) has been created and/or updated for this Airport Master Plan Update. These projects and programs are placed in one of three phases: Short-, Mid- and Long-term, depending on both priority and expected need (or market demand). The Short-, Mid-, and Long-term phases also equate to the city of Boulder's business planning model of Fiscally Constrained (Short-term), Action (Mid-term) and Vision (Long-term) plans. For example, capital projects such as runway resurfacing and apron resurfacing which have anticipated FAA funding sources are included in the short-term phase. Some of the private development t-hangar projects are included in the short-term phase because a demand for covered storage space appears to exist and it's anticipated that the private market will look to meet this demand by funding hangar construction. Other items are placed in the short-term phase due to their priority on safety, security, etc, although funding has not been secured from the FAA at present time. For projects that have a sponsor/city price associated with it, it is anticipated that the airport's internal budget can pay for the expense. Projects can be viewed by their number on the Phasing Plan diagram, page 13.

Definitions at a Glance

Short-term: Projects or programs that are deemed a priority and/or may have necessary funding (FAA, state, city, or private) within the next six years. Referred to as a "Fiscally Constrained Plan" within the city of Boulder.

Mid-term: Projects or programs that are important, but not a priority, and are likely to be completed within the next 7-10 years. Defined by the city as an "Action Plan."

Long-term: Projects or programs that are ongoing or may need to take place within the next 11-20 years. Also known as a "Vision Plan."



Phase One (Short-term) Projects within the Fiscally Constrained Plan

Map ID	Project Description	Total Costs	Recommended Financing Method			
			City (a)	State (b)	Private (c)	Federal (d)
Runway, Taxiway and Apron Projects						
A.2	Acquire Easement for Runway 08 & 08G Runway Protection Zone (approx. 6.5 acres)	\$162,500	\$4,063	\$4,063	\$0	\$154,375
A.12	Rehabilitate West Half of Taxiway "A" Pavement	\$750,000	\$18,750	\$18,750	\$0	\$712,500
A.13	Construct Aircraft Parking Apron Overlay Project	\$795,000	\$19,875	\$19,875	\$0	\$755,250
A.18	Construct Aircraft Apron/Taxilane to Serve New Hangars	\$405,000	\$20,250	\$0	\$0	\$384,750
A.20	Conduct Runway 08/26 Pavement Maintenance	\$35,000	\$1,750	\$1,750	\$0	\$31,500
A.21	Conduct Runway 08G/26G Pavement Maintenance	\$20,000	\$20,000	\$0	\$0	\$0
A.22	Conduct Taxiway Pavement Maintenance	\$35,000	\$1,750	\$1,750	\$0	\$31,500
Hangars and Infrastructure Projects						
A.1	Conduct General Aviation Aircraft Storage Market Analysis	\$20,000	\$0	\$20,000	\$0	\$0
A.6	Implement Hangar/Building Maintenance Projects & Site Enhancement Improvements (i.e. landscaping, signage, etc)	\$70,000	\$70,000	\$0	\$0	\$0
A.11	Construct 5 Executive Hangars & Apron within General Aviation Development Area	\$1,000,000	\$0	\$0	\$1,000,000	\$0
A.14	Construct New Airport Access Road to Serve General Aviation Development Area	\$135,000	\$3,375	\$3,375	\$0	\$128,250
A.15	Implement Utility Infrastructure Extensions to Serve Expanded General Aviation Development Area	\$72,000	\$72,000	\$0	\$0	\$0
A.16	Install Perimeter Fencing (Phase One) @ 4,400 l.f. w/4 Gates	\$165,000	\$8,250	\$0	\$0	\$156,750
A.17	Construct 4 Executive Hangars & One 13-Unit T-Hangar within Northeast Development Area	\$1,110,000	\$0	\$0	\$1,110,000	\$0
A.23	Construct 1 Large Maintenance/Storage Hangar within General Aviation Development Area	\$1,500,000	\$0	\$0	\$1,500,000	\$0
A.24	Extend Sanitary Sewer Line to Hangar N	\$30,000	\$30,000	\$0	\$0	\$0
Safety and Security-Related Projects						
A.3	Conduct Runway 26 Type D Survey for Instrument Approach Procedure	\$20,000	\$500	\$500	\$0	\$19,000
A.7	Implement Airport Lighting Improvements to Enhance Ground Safety & Security	\$5,000	\$5,000	\$0	\$0	\$0
A.8	Implement Runway 26 Instrument Approach Procedure (Publication & Marking)	\$25,000	\$625	\$625	\$0	\$23,750
A.9	Implement ADA Improvements at General Aviation Terminal Bldg. & Apron	\$500	\$500	\$0	\$0	\$0
A.10	Install Runway 08 Visual Approach Slope Indicator (VASI)	\$24,000	\$600	\$600	\$0	\$22,800
Administration and Management						
A.4	Promote/Manage the Airport's Voluntary Noise Abatement Program	\$12,500	\$12,500	\$0	\$0	\$0
A.5	Design/Implement Wildlife Management Program	\$40,000	\$40,000	\$0	\$0	\$0
A.19	Purchase Airport Maintenance Equip.	\$25,000	\$1,250	\$1,250	\$0	\$22,500
Subtotal (Phase One)		\$6,456,500	\$331,038	\$72,538	\$3,610,000	\$2,442,925

Note:

- (a) Airport Funding - current revenues, cash reserves, bonds, etc.
- (b) State Funding - Colorado Division of Aeronautics
- (c) Third Party Funding
- (d) FAA AIP (Airport Improvement Program) - Unless Otherwise Noted



Phase Two (Mid-term) Projects within the Action Plan

Map ID	Project Description	Total Costs	Recommended Financing Method			
			City (a)	State (b)	Private (c)	Federal (d)
Runway, Taxiway and Apron Projects						
B.2	Construct Aircraft Apron/Taxilane to Serve New Hangars	\$42,500	\$0	\$0	\$42,500	\$0
B.5	Conduct Runway Pavement Maintenance	\$15,000	\$750	\$750	\$0	\$13,500
B.10	Conduct Apron Pavement Maintenance	\$20,000	\$1,000	\$1,000	\$0	\$18,000
B.11	Widen Existing Westside Access Taxiway to Comply with Aircraft Reference Code B-II Design Standards	\$81,000	\$4,050	\$4,050	\$0	\$72,900
B.12	Conduct Runway 08G/26G Pavement Maintenance	\$13,500	\$13,500	\$0	\$0	\$0
B.13	Construct New Access Taxiway to Serve Expanded General Aviation Development Area	\$45,000	\$2,250	\$0	\$0	\$42,750
B.14	Conduct Taxiway Pavement Maintenance	\$35,000	\$1,750	\$1,750	\$0	\$31,500
B.16	Expand Existing General Aviation Apron at East End	\$60,000	\$3,000	\$3,000	\$0	\$54,000
Hangars and Infrastructure Projects						
B.1	Construct 6 Executive Hangars within Northeast Development Area	\$1,350,000	\$0	\$0	\$1,350,000	\$0
B.7	Construct 1 Large Executive Hangar within Northeast Development Area	\$450,000	\$0	\$0	\$450,000	\$0
B.9	Implement Hangar/Building Maintenance Projects & Site Enhancement Improvements (i.e. landscaping, signage, etc)	\$50,000	\$50,000	\$0	\$0	\$0
B.15	Replace Four 10-Unit T-Hangars within Existing Development Area	\$1,200,000	\$0	\$0	\$1,200,000	\$0
Safety and Security-Related Projects						
B.6	Install Perimeter Fencing (Phase Two) @ 6,000 l.f. w/4 Gates	\$205,000	\$10,250	\$0	\$0	\$194,750
Administration and Management						
B.3	Implement the Airport's Wildlife Management Program	\$10,000	\$10,000	\$0	\$0	\$0
B.4	Promote / Manage Voluntary Noise Abatement Program	\$10,000	\$10,000	\$0	\$0	\$0
B.8	Purchase Airport Maintenance Equip.	\$25,000	\$1,250	\$1,250	\$0	\$22,500
Subtotal (Phase Two)		\$2,262,000	\$107,800	\$11,800	\$1,692,500	\$449,900

- Note:**
- (a) Airport Funding - current revenues, cash reserves, bonds, etc.
 - (b) State Funding - Colorado Division of Aeronautics
 - (c) Third Party Funding
 - (d) FAA AIP (Airport Improvement Program) - Unless Otherwise Noted

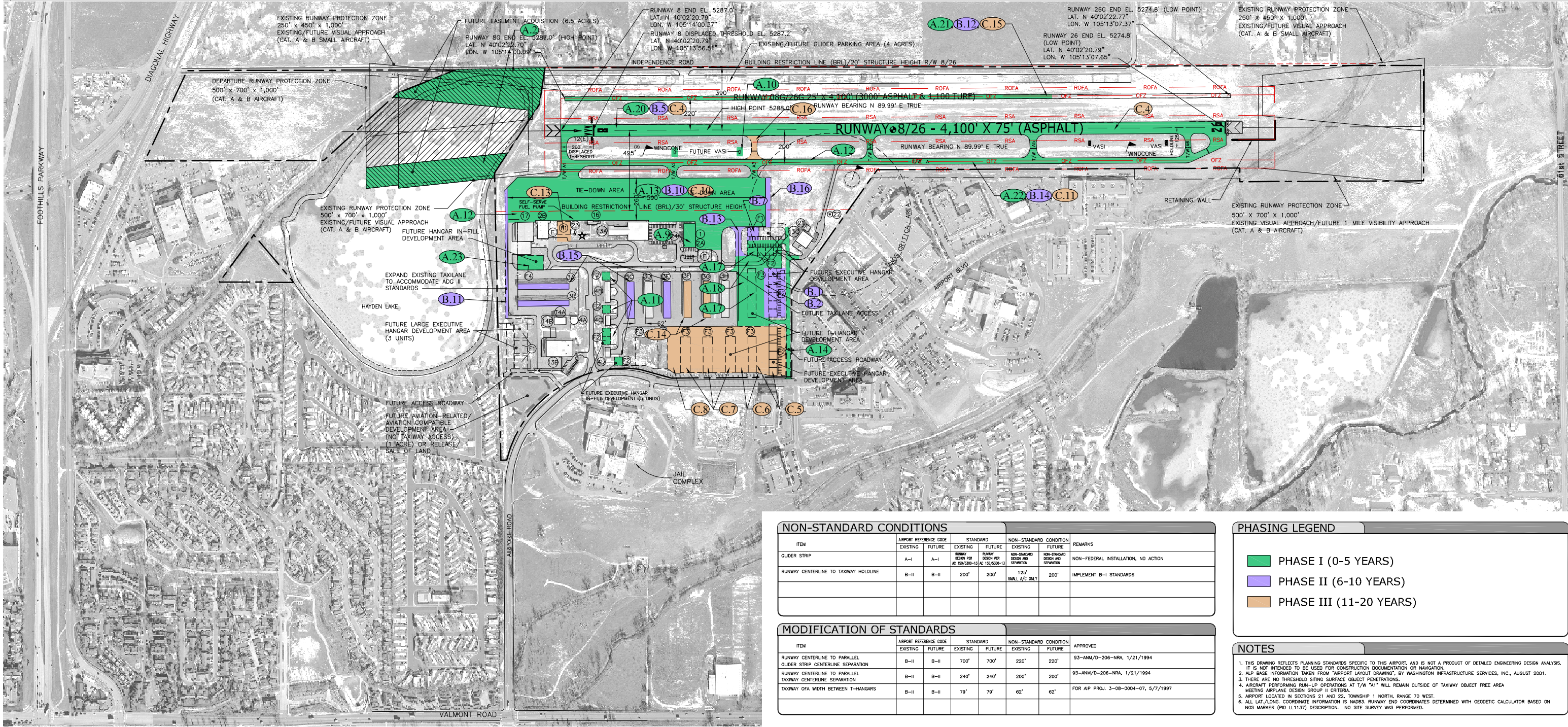


Phase Three (Long-term) Projects within the Vision Plan

Map ID	Project Description	Total Costs	Recommended Financing Method			
			City (a)	State (b)	Private (c)	Federal (d)
Runway, Taxiway and Apron Projects						
C.4	Rehabilitate Runway Pavement	\$1,673,500	\$167,350		\$0	\$1,506,150
C.6	Construct Aircraft Apron/Taxilane to Serve New Hangar Facilities	\$275,000	\$13,750	\$0	\$0	\$261,250
C.8	Construct Aircraft Apron/Taxilane to Serve New Hangar Facilities	\$330,000	\$16,500	\$0	\$0	\$313,500
C.10	Conduct Apron Pavement Maintenance	\$25,000	\$1,250	\$1,250	\$0	\$22,500
C.11	Conduct Taxiway Pavement Maintenance	\$35,000	\$1,750	\$1,750	\$0	\$31,500
C.15	Conduct Runway 08G/26G Pavement Maintenance	\$35,000	\$1,750	\$1,750	\$0	\$31,500
C.16	Construct Future Taxiway "A-3" connector	\$60,000	\$3,000	\$0	\$0	\$57,000
Hangars and Infrastructure Projects						
C.5	Construct 6 Executive Hangars & One 9-Unit T-Hangar within Southeast Development Area	\$1,340,000	\$0	\$0	\$1,340,000	\$0
C.7	Construct Three 9-Unit T-Hangars within Southeast Development Area	\$750,000	\$0	\$0	\$750,000	\$0
C.12	Implement Hangar/Building Maintenance Projects & Site Enhancement Improvements (i.e., Landscaping, Signage, etc.)	\$25,000	\$25,000	\$0	\$0	\$0
C.13	Construct Aircraft Maintenance/Storage Hangar within Northwest Development Area	\$700,000	\$0	\$0	\$700,000	\$0
C.14	Replace Two 10-Unit T-Hangars within Existing Development Area	\$600,000	\$0	\$0	\$600,000	\$0
Safety and Security-Related Projects						
C.3	Install Perimeter Fencing (Phase Three) @ 6,000 l.f. w/2 Gates	\$200,000	\$10,000	\$0	\$0	\$190,000
Administration and Management						
C.1	Implement Wildlife Management Program	\$10,000	\$10,000	\$0	\$0	\$0
C.2	Promote/Manage Voluntary Noise Abatement Program	\$10,000	\$10,000	\$0	\$0	\$0
C.9	Purchase Airport Maintenance Equip.	\$25,000	\$1,250	\$0	\$0	\$23,750
Sub-Total Costs (Phase Three)		\$6,093,500	\$261,600	\$4,750	\$3,390,000	\$2,437,150
Total Costs/All Projects		\$14,812,000	\$700,438	\$89,088	\$8,692,500	\$5,329,975

- Note:**
- (a) Airport Funding - current revenues, cash reserves, bonds, etc.
 - (b) State Funding - Colorado Division of Aeronautics
 - (c) Third Party Funding
 - (d) FAA AIP (Airport Improvement Program) - Unless Otherwise Noted





NON-STANDARD CONDITIONS							
ITEM	AIRPORT REFERENCE CODE		STANDARD		NON-STANDARD CONDITION		REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
GLIDER STRIP	A-1	A-1	RUNWAY DESIGN FOR CAT. A/B	RUNWAY DESIGN FOR CAT. A/B	NON-STANDARD DESIGN AND SCHEDULING	NON-STANDARD DESIGN AND SCHEDULING	NON-FEDERAL INSTALLATION, NO ACTION
RUNWAY CENTERLINE TO TAXIWAY HOLDLINE	B-11	B-11	200'	200'	125' SMALL A/C ONLY	200'	IMPLEMENT B-11 STANDARDS

MODIFICATION OF STANDARDS							
ITEM	AIRPORT REFERENCE CODE		STANDARD		NON-STANDARD CONDITION		APPROVED
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
RUNWAY CENTERLINE TO PARALLEL GLIDER STRIP CENTERLINE SEPARATION	B-11	B-11	700'	700'	220'	220'	93-ANM/D-206-NRA, 1/21/1994
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE SEPARATION	B-11	B-11	240'	240'	200'	200'	93-ANM/D-206-NRA, 1/21/1994
TAXIWAY OFA WIDTH BETWEEN T-HANGARS	B-11	B-11	79'	79'	62'	62'	FOR AIP PROJ. 3-08-0004-07, 5/7/1997

PHASING LEGEND

- PHASE I (0-5 YEARS)
- PHASE II (6-10 YEARS)
- PHASE III (11-20 YEARS)

- ### NOTES
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 - ALL BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING", BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
 - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - AIRCRAFT PERFORMING RUN-UP OPERATIONS AT T/W "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
 - AIRPORT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
 - ALL LAT./LONG. COORDINATE INFORMATION IS NAD83. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (PID: LL1137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	5288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 40°02'21"N LONG. 105°13'35"W	
MEAN MAX. TEMP. HOTTEST MONTH	87.5°F	SAME
COMBINED WIND COVERAGE VFR/FR(%) 13kt	94.64/91.90	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY LIGHTING	MILT	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME

DECLARED DISTANCES		
	EXISTING	FUTURE
RUNWAY 8/26		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/3,900'	SAME
LANDING DISTANCE AVAILABLE	3,900'/3,900'	SAME
RUNWAY 8G/26G		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/4,100'	SAME
LANDING DISTANCE AVAILABLE	4,100'/4,100'	SAME

BUILDINGS		
NO.	DESCRIPTION	ESTIMATED ELEVATION
1	TERMINAL BUILDING "A"	5307'
2A	FIXED BASE OPERATOR (FBO) "A"	5307'
2B	FIXED BASE OPERATOR (FBO) "B"	5306'
3A	T-HANGAR "D"	5300.3'
3B	T-HANGAR "C"	5300.3'
3C	T-HANGAR "O"	5300'
3D	T-HANGAR "P"	5296'
3E	T-HANGAR "Q"	5301'
3F	T-HANGAR "R"	5301'
3G	T-HANGAR "S"	5301'
3H	T-HANGAR "T"	5296'
4A	STORAGE HANGAR "B5"	5295.5'
4B	STORAGE HANGAR	5298.5'
4C	STORAGE HANGAR	5298.5'
4D	STORAGE HANGAR "W"	5298.5'
13A	MAINTENANCE HANGAR "H"	5313'
13B	MAINTENANCE/EXECUTIVE HANGAR "B4"	5306'
13C	MAINTENANCE HANGAR	5304'
14A	PRIVATE HANGAR	5295.5'
14B	PRIVATE HANGAR	5300'
16	AIRPORT MANAGEMENT	5298'
17	LARGE EXECUTIVE HANGAR "E"	5312'
21	AIRCRAFT SALES OFFICE	5301'
22	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	
23	ELECTRICAL VAULT	5293'
24	COMMUNICATIONS EQUIP. BLDG./TOWER	5295'
F1	FUTURE LARGE EXECUTIVE HANGAR	
F2	FUTURE STORAGE HANGAR	
F3	FUTURE T-HANGAR	
F4	FUTURE LARGE EXECUTIVE HANGAR	

ALL BUILDINGS MEET LATERAL CLEARANCE STANDARDS

RUNWAY DATA				
ITEM	RUNWAY 8/26		RUNWAY 8G/26G	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	VISUAL/NOV-PREC.	VISUAL/VISUAL	SAME
PART 77 APPROACH SURFACES	201'/201.1'	201'/201.1'	201'/201.1'	SAME
FAR PART 77 CATEGORY	VISUAL-B	VISUAL-B/NP-C	VISUAL-A	SAME
RUNWAY WIDTH AND LENGTH	75' X 4,100'	SAME	25' X 4,100'	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT & TURF	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	16-SW, 30-DW	SAME	NA	SAME
RUNWAY LIGHTING	MIRL	SAME	NONE	SAME
RUNWAY MARKING	BASIC/BASIC	NP/BASIC	NONE	SAME
PERCENT GRADIENT	SAME	0.22%	0.22%	SAME
MAXIMUM GRADE WITHIN R/W LENGTH	0.48%	SAME	0.48%	SAME
LINE-OF-SIGHT REQUIREMENTS	MEETS CRITERIA	SAME	MEETS CRITERIA	SAME
VISUAL APPROACH AIDS (LIGHTING)	VASI	VASI/PAPI	NONE	SAME
INSTRUMENT APPROACH AIDS	NONE	RFS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME	A-I	SAME
CRITICAL AIRCRAFT	BEECH SUPER KINGAR 8200	SAME	EIRAVION PIK-20	SAME
RUNWAY SAFETY AREA WIDTH	150'	SAME	150'	SAME
R/W SAFETY AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	500'	SAME
R/W OBJECT FREE AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	250'	400'	400'	SAME
R/W OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200'/200'	SAME	200'/200'	SAME
RUNWAY END ELEVATIONS	5287.0'/5274.8'	SAME	5287.0'/5274.8'	SAME
RUNWAY END COORDINATES	RW 8 N 40°02'20.79" W 105°13'35.91"	SAME	N 40°02'20.79" W 105°13'35.91"	SAME
DISPLACED THRESHOLD COORDINATES	RW 8 N 40°02'20.79" W 105°13'35.91"	NA	NA	NA
RUNWAY DISPLACED THRESHOLD ELEVATION	5287.2'/NA	SAME	NA/NA	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	5288.0'/5287.9'	SAME	5288.0'/5287.9'	SAME
RUNWAY HIGHPOINT	5288.0'	SAME	5288.0'	SAME
RUNWAY LOWPOINT	5274.8'	SAME	5274.8'	SAME

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	X	X
AIRPORT BUILDINGS	[Symbol]	[Symbol]
AIRFIELD PAVEMENT	[Symbol]	[Symbol]
PAVED ROADS	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE	[Symbol]	[Symbol]
RUNWAY SAFETY AREA	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA	[Symbol]	[Symbol]
FUEL STORAGE AREA	[Symbol]	[Symbol]
AIRPORT BEACON	[Symbol]	[Symbol]
LIGHTED WIND CONE	[Symbol]	[Symbol]
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	[Symbol]	[Symbol]
VISUAL APPROACH SLOPE INDICATOR (VASI)	[Symbol]	[Symbol]
THRESHOLD LIGHTS	[Symbol]	[Symbol]
HOLDLINES	[Symbol]	[Symbol]
TREES	[Symbol]	[Symbol]
NGS SURVEY MONUMENT	[Symbol]	[Symbol]

REVISIONS		
NO.	DESCRIPTION	DATE

GRAPHIC SCALE IN FEET

Boulder Municipal Airport Airport Master Plan Update

Phasing Plan

■ Operations and Management Recommendations

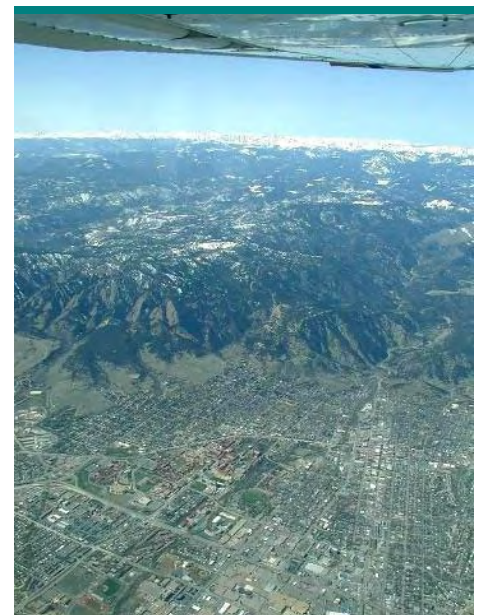
The vision of Boulder Municipal Airport is to provide a safe, self-sufficient, and community-oriented general aviation airport, serving the needs of both business and recreational aviation users. Specific operations and management improvement recommendations are presented below.

Airport Operations

- Improve data collection and information gathering on aircraft operational activity to better inform city staff and the public of the type and numbers of aircraft operations and activity trends.
- Continuously review and revise the airport’s voluntary noise abatement program. Provide improvements in outreach and education among the pilots and the community at large.
 - Increase the promotion of the airport’s existing Voluntary Noise Abatement Program through an updated and comprehensive pilot education program that includes distribution of updated “Fly Friendly” brochures, the display of “Fly Friendly” posters, and the installation of noise abatement airport signage.
 - Consider an incentive program to promote adherence to the Voluntary Noise Abatement Program for aircraft operators based at the airport.
 - Promote bi-annual pilot meetings that include a “Fly Friendly” educational program.
 - Research and promote proven technologies to improve land use compatibility within the Airport environs (e.g., retrofit aircraft propellers or engines to provide quieter operations and investigate alternative glider launch mechanisms, etc.).
 - Communicate with commercial glider operators and glider clubs to review and coordinate minor modifications to existing tow plane patterns. In addition, tow plane operators should continue to monitor compliance with the specified flight tracks, as well as minimize repeated overflights of noise sensitive land within the defined soaring areas. It is also recommended that the existing glider clubs and commercial glider operators maintain current operational rules and regulations on file with the airport manager.
 - Work with airports in the region to share noise abatement information and expand outreach.



Boulder-based gliders have set numerous distance and altitude records
(www.ssa.org/members/badgesandrecords/usrecords.asp)



Aerial view of Boulder

See page 21-22 for diagram of routes and airport influence zones. Also see Appendix A for more information on BMA’s voluntary noise abatement program.



Community Outreach



In addition to those operations and management recommendations listed on this and the preceding page, the following improvements to the community outreach program were examined:

- ◆ Generate quarterly and annual reports on airport activity levels and aircraft noise impact observations. These reports could also include general information on airport events and construction projects.
- ◆ Conduct periodic check-ins through public discussions regarding noise and community impacts.
- ◆ Evaluate options to establish an Airport Noise Measurement Program.
- ◆ Continue to promote overflight protection of raptor nesting areas.

Airport Management

- Maintain an appealing appearance of the airport, using the same high standard of quality and condition used for other city-owned buildings. Bring grounds and buildings, both city-owned and non city-owned, up to this standard of condition.
- Develop and promote fair and equitable leasing practices at the airport for business development and retention. Methods to accomplish these goals include:
 - Establish a formal bidding process for the leasing of airport facilities.
 - Evaluate property reversion clause and the maximum number of years allowed in a lease term (i.e., 30 years) for those leases involving new construction.
 - Update airport's Site Review plan to ensure accurate depiction of possible development areas and total square footage allowed.
 - Establish a city of Boulder staff team to review proposals and leases.
 - Develop a marketing program for available space and businesses at the airport.
 - Provide incentives for businesses to thrive, generating quality jobs and income.
 - Ensure airport leasing practices promote the best interests of the city and airport.
- Work to attain the environmental goals and objectives of the city when performing new construction, reconstruction or major/minor maintenance repair. Seek to utilize the city's environmentally sustainable techniques such as integrated pest management, Leadership in Energy and Environmental Design (LEED), wildlife management policies, etc.



Many airport buildings are 30+ years old



Fueling is a city-monitored lease

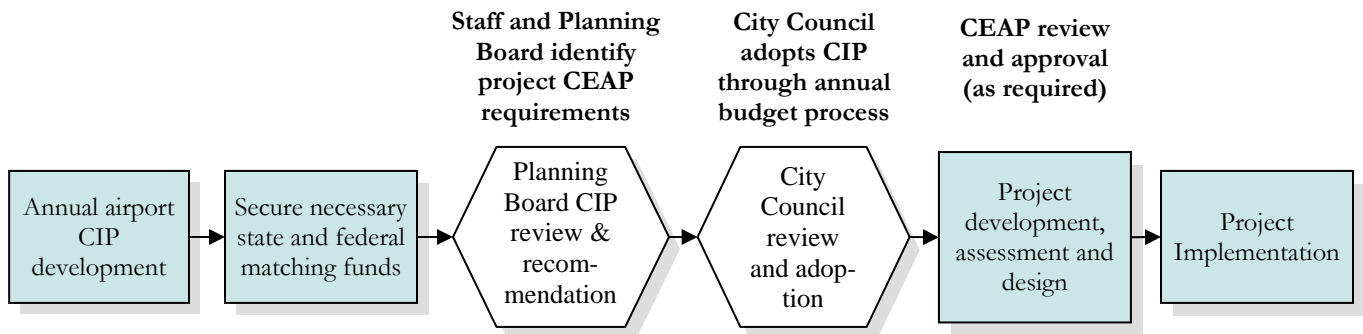


■ Airport Master Plan Implementation

The Airport Master Plan establishes the future vision for the Boulder Municipal Airport. From this vision projects, programs and management actions have been identified to advance the preferred future for the BMA. Implementation of major elements of the Master Plan is reviewed at critical decision points to assure that actions are properly supported and endorsed by required codes, regulations, City Council and the community.

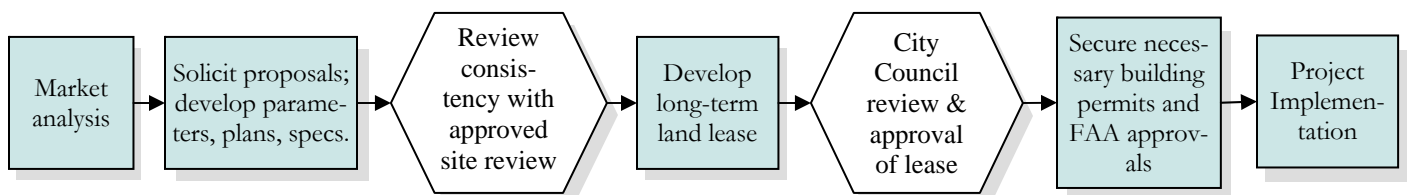
Capital Improvements Program

Major projects funded through the city's capital improvements program are reviewed annually through the capital improvements program. The CIP is reviewed through staff level, Planning Board and City Council to assure consistency with adopted plans and the city's future vision defined by the Boulder Valley Comprehensive Plan. Through this process projects which may have significant environmental and/or community impacts are identified to go through a Community Environmental Assessment Process (CEAP) to assure the city's environmental and community values are properly assessed and mitigated. Projects that will go through the CIP process are the runway, taxiway and aircraft apron capital maintenance projects.



Hangar and Associated Infrastructure

The development of additional covered aircraft storage is outlined in the AMPU. The first step will be to commission a market analysis to better understand the market demand and financial feasibility. Based on a positive outcome of the market analysis the city will begin a phased implementation of additional T-hanger, executive hangars and associated infrastructure. Hanger development will be through a public/private partnership. Facility plans will be reviewed through the city's permitting process to assure compliance with the approved airport site review. Execution of the new facility then requires City Council approval of the associated long-term land lease.



Ongoing Routine Maintenance

Ongoing routine maintenance and operating programs are reviewed annually through the city's budget process.

Periodic Update

Course review and adjustment of the Airport Master Plan occurs during the periodic updates of the plan.





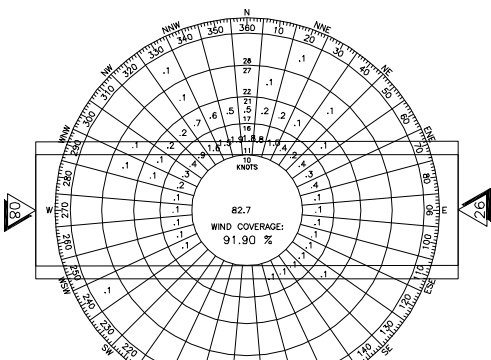
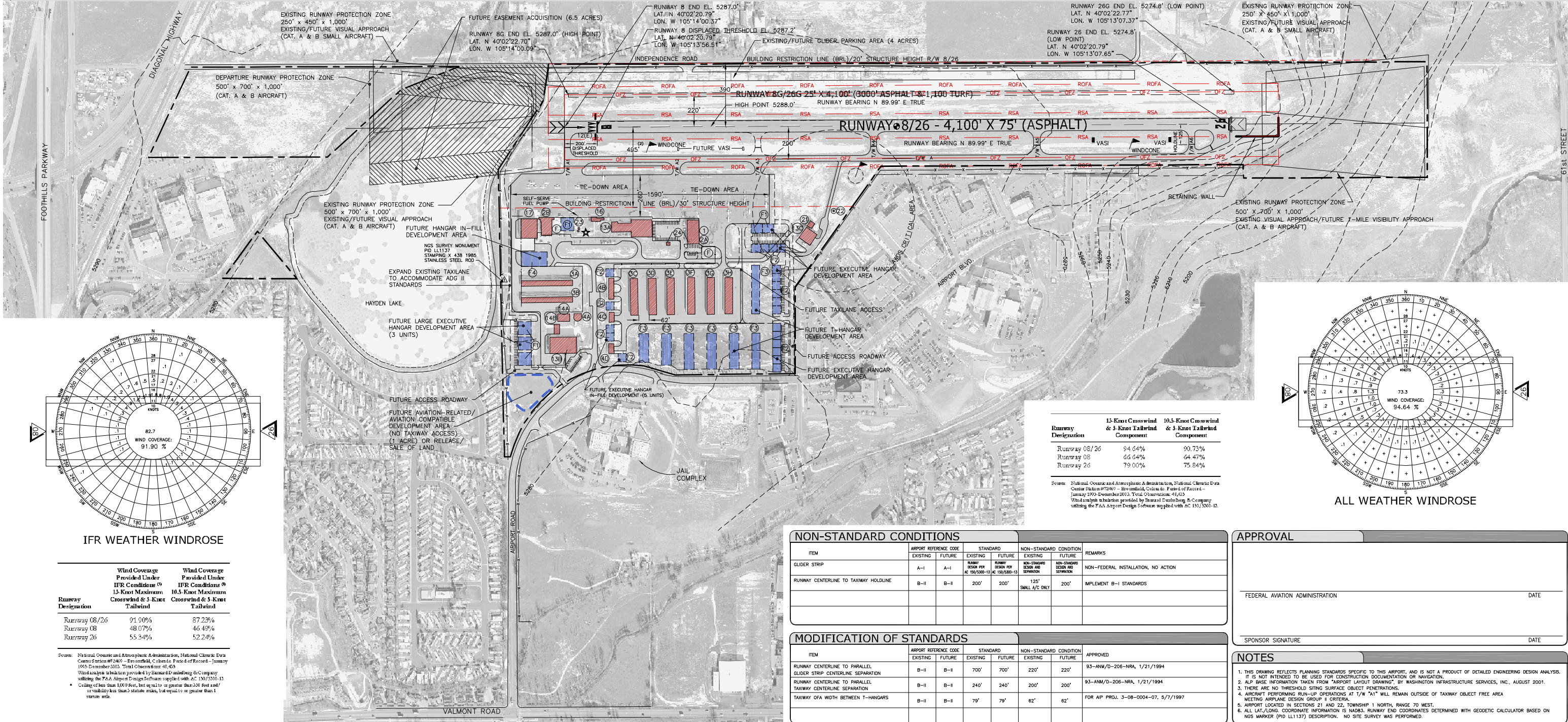
Aerial view of Boulder Municipal Airport, May 2006. (Courtesy of Rubino Surveying, Boulder, Colorado)

Conclusion

This Airport Master Plan Update determined that the goals and vision of the Boulder Municipal Airport remain unchanged, in that its role is to provide a safe, self-sufficient, and community-oriented general aviation airport, serving the needs of Boulder's business and recreational aviation users. The number of aircraft operations is forecasted to remain at current levels and slowly return to those levels experienced at the airport in the mid- to late- 1990s. Major changes or additions to the facility are not expected to occur; the proposed improvements that have been identified are intended to maintain BMA in a safe, service-oriented condition meeting both the needs of the aviation community while also being considerate of its impacts, such as aircraft noise, to neighboring residential areas.

This Airport Master Plan Update is a guide to help plan for the short, mid and long-term phases of the airport (through 2023). It is based on the current situation and future projections. Implementation of the plan will be flexible in order to respond to the aviation market demand and any unexpected conditions. The focus of plan implementation will be on Safety, Service and Self-sufficiency.

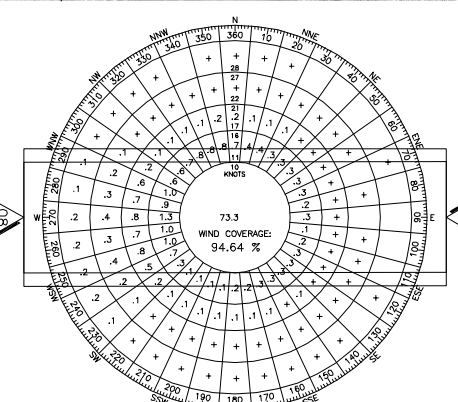




IFR WEATHER WINDROSE

Runway Designation	Wind Coverage Provided Under IFR Conditions @ 13-Knot Maximum Crosswind & 3-Knot Tailwind	Wind Coverage Provided Under IFR Conditions @ 10.5-Knot Maximum Crosswind & 3-Knot Tailwind
Runway 08/26	91.90%	87.23%
Runway 08	48.07%	46.49%
Runway 26	55.34%	52.24%

Source: National Oceanic and Atmospheric Administration, National Climate Data Center Station #7269 - Evergreen, Colorado. Period of Record - January 1993-December 2003. Total Observations: 49,403. Wind analysis software provided by Barnard Dunkelberg & Company utilizing the FAA Airport Design Software supplied with AC 150/5300-13. * Climbing less than 1000 feet, but equal to or greater than 200 feet and/or visibility less than 3 statute miles, but equal to or greater than 1 statute mile.



ALL WEATHER WINDROSE

Runway Designation	13-Knot Crosswind & 3-Knot Tailwind Component	10.5-Knot Crosswind & 3-Knot Tailwind Component
Runway 08/26	94.64%	90.73%
Runway 08	66.64%	64.47%
Runway 26	79.00%	75.84%

Source: National Oceanic and Atmospheric Administration, National Climate Data Center Station #7269 - Evergreen, Colorado. Period of Record - January 1993-December 2003. Total Observations: 49,403. Wind analysis software provided by Barnard Dunkelberg & Company utilizing the FAA Airport Design Software supplied with AC 150/5300-13.

ITEM	AIRPORT REFERENCE CODE		STANDARD		NON-STANDARD CONDITION		REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
GLIDER STRIP	A-I	FUTURE	EXISTING	FUTURE	NON-STANDARD DESIGN AND SEPARATION	NON-STANDARD DESIGN AND SEPARATION	NON-FEDERAL INSTALLATION, NO ACTION
RUNWAY CENTERLINE TO TAXIWAY HOLDLINE	B-II	B-I	200'	200'	125' SMALL A/C ONLY	200'	IMPLEMENT B-I STANDARDS

ITEM	AIRPORT REFERENCE CODE		STANDARD		NON-STANDARD CONDITION		APPROVED
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE SEPARATION	B-II	B-I	700'	700'	220'	220'	93-ANM/D-206-NRA, 1/21/1994
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE SEPARATION	B-II	B-I	240'	240'	200'	200'	93-ANM/D-206-NRA, 1/21/1994
TAXIWAY GFA WIDTH BETWEEN T-HANGARS	B-II	B-I	79'	79'	62'	62'	FOR AIP PROJ. 3-08-0004-07, 5/7/1997

APPROVAL	
FEDERAL AVIATION ADMINISTRATION	DATE
SPONSOR SIGNATURE	DATE

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- AIP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING" BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- AIRCRAFT PERFORMING RUN-UP OPERATIONS AT T/W "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
- AIRPORT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
- ALL LAT./LONG. COORDINATE INFORMATION IS NAD83. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (PID L1137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

AIRPORT DATA		
AIRPORT ELEVATION (AMSL)	EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP)	5288.0'	SAME
MEAN MAX. TEMP., HOTTEST MONTH	LAT. 40°02'21"N LON. 105°13'35"W	SAME
COMBINED WIND COVERAGE VFR/IFR(%) 13kt	87.5°F	SAME
AIRPORT REFERENCE CODE (ARC)	94.64/91.90	SAME
TAXIWAY LIGHTING	B-II	SAME
TAXIWAY STRIPING	MIL	SAME
NPIAS SERVICE LEVEL	CENTERLINE	SAME
	GA	SAME

BUILDINGS		
NO.	DESCRIPTION	ESTIMATED ELEVATION
1	TERMINAL BUILDING "T"	5307'
2A	FIXED BASE OPERATOR (FBO)	5301'
2B	FIXED BASE OPERATOR (FBO) "F"	5306'
3A	T-HANGAR "D"	5300.3'
3B	T-HANGAR "C"	5300.3'
3C	T-HANGAR "O"	5300'
3D	T-HANGAR "P"	5296'
3E	T-HANGAR "Q"	5301'
3F	T-HANGAR "R"	5301'
3G	T-HANGAR "S"	5301'
3H	T-HANGAR "T"	5296'
4A	STORAGE HANGAR "B5"	5295.5'
4B	STORAGE HANGAR	5298.5'
4C	STORAGE HANGAR	5298.5'
4D	STORAGE HANGAR "W"	5298.5'
13A	MAINTENANCE HANGAR "H"	5313'
13B	MAINTENANCE/EXECUTIVE HANGAR "B4"	5306'
13C	MAINTENANCE HANGAR	5304'
14A	PRIVATE HANGAR	5295.5'
14B	PRIVATE HANGAR	5300'
16	AIRPORT MANAGEMENT	5298'
17	LARGE EXECUTIVE HANGAR "E"	5312'
21	AIRCRAFT SALES OFFICE	5301'
22	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	
23	ELECTRICAL VAULT	5293'
24	COMMUNICATIONS EQUIP. BLDG./TOWER	5295'

ITEM	RUNWAY 8/26		RUNWAY 8G/26G	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	VISUAL/NON-PREC.	VISUAL/VISUAL	SAME
PART 77 APPROACH SURFACES	20:1/20:1	20:1/34:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	VISUAL-B	VISUAL-B/NP-C	VISUAL-A	SAME
RUNWAY WIDTH AND LENGTH	75' X 4,100'	SAME	25' X 4,100'	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT & TURF	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	16-SW, 30-DW	SAME	NA	SAME
RUNWAY LIGHTING	MIRL	SAME	NONE	SAME
RUNWAY MARKING	BASIC/BASIC	NPI/BASIC	NONE	SAME
PERCENT GRADIENT	0.22%	SAME	0.22%	SAME
MAXIMUM GRADE WITHIN R/W LENGTH	0.48%	SAME	0.48%	SAME
LINE-OF-SIGHT REQUIREMENTS	MEETS CRITERIA	SAME	MEETS CRITERIA	SAME
VISUAL APPROACH AIDS (LIGHTING)	NA	VASI/PAPI	NA	SAME
INSTRUMENT APPROACH AIDS	NONE	OPS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME	A-I	SAME
CRITICAL AIRCRAFT	BEECH SUPER KINGAR B200	SAME	EIRAVION PIK-20	SAME
RUNWAY SAFETY AREA WIDTH	150'	SAME	150'	SAME
R/W SAFETY AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	500'	SAME
R/W OBJECT FREE AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	250'	400'	250'	SAME
R/W OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200'/200'	SAME	200'/200'	SAME
RUNWAY END ELEVATIONS	5287.0'/5274.8'	SAME	5287.0'/5274.8'	SAME
RUNWAY END COORDINATES	RW 8 N 40°02'20.79" W 105°14'00.37" RW 26 N 40°02'20.79" W 105°13'07.65"	SAME	RW 8 N 40°02'20.79" W 105°14'00.09" RW 26 N 40°02'20.79" W 105°13'07.37"	SAME
DISPLACED THRESHOLD COORDINATES	RW 8 N 40°02'20.79" W 105°13'56.51"	SAME	NA	NA
RUNWAY DISPLACED THRESHOLD ELEVATION	5287.2'/NA	SAME	NA/NA	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	5288.0'/5287.9'	SAME	5288.0'/5287.9'	SAME
RUNWAY HIGHPONT	5288.0'	SAME	5288.0'	SAME
RUNWAY LOWPOINT	5274.8'	SAME	5274.8'	SAME

LAYOUT PLAN LEGEND	
AIRPORT PROPERTY LINE	EXISTING: --- FUTURE: ---
AIRPORT SECURITY FENCE	EXISTING: --- FUTURE: ---
AIRPORT BUILDINGS	EXISTING: [Symbol] FUTURE: [Symbol]
AIRFIELD PAVEMENT	EXISTING: [Symbol] FUTURE: [Symbol]
PAVED ROADS	EXISTING: [Symbol] FUTURE: [Symbol]
AVIGATION EASEMENT	EXISTING: [Symbol] FUTURE: [Symbol]
RUNWAY PROTECTION ZONE	EXISTING: [Symbol] FUTURE: [Symbol]
BUILDING RESTRICTION LINE	EXISTING: [Symbol] FUTURE: [Symbol]
RUNWAY SAFETY AREA	EXISTING: [Symbol] FUTURE: [Symbol]
RUNWAY OBJECT FREE AREA	EXISTING: [Symbol] FUTURE: [Symbol]
FUEL STORAGE AREA	EXISTING: [Symbol] FUTURE: [Symbol]
AIRPORT BEACON	EXISTING: [Symbol] FUTURE: [Symbol]
LIGHTED WIND CONE	EXISTING: [Symbol] FUTURE: [Symbol]
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	EXISTING: [Symbol] FUTURE: [Symbol]
VISUAL APPROACH SLOPE INDICATOR (VASI)	EXISTING: [Symbol] FUTURE: [Symbol]
THRESHOLD LIGHTS	EXISTING: [Symbol] FUTURE: [Symbol]
HOLDLINES	EXISTING: [Symbol] FUTURE: [Symbol]
TREES	EXISTING: [Symbol] FUTURE: [Symbol]
NGS SURVEY MONUMENT	EXISTING: [Symbol] FUTURE: [Symbol]

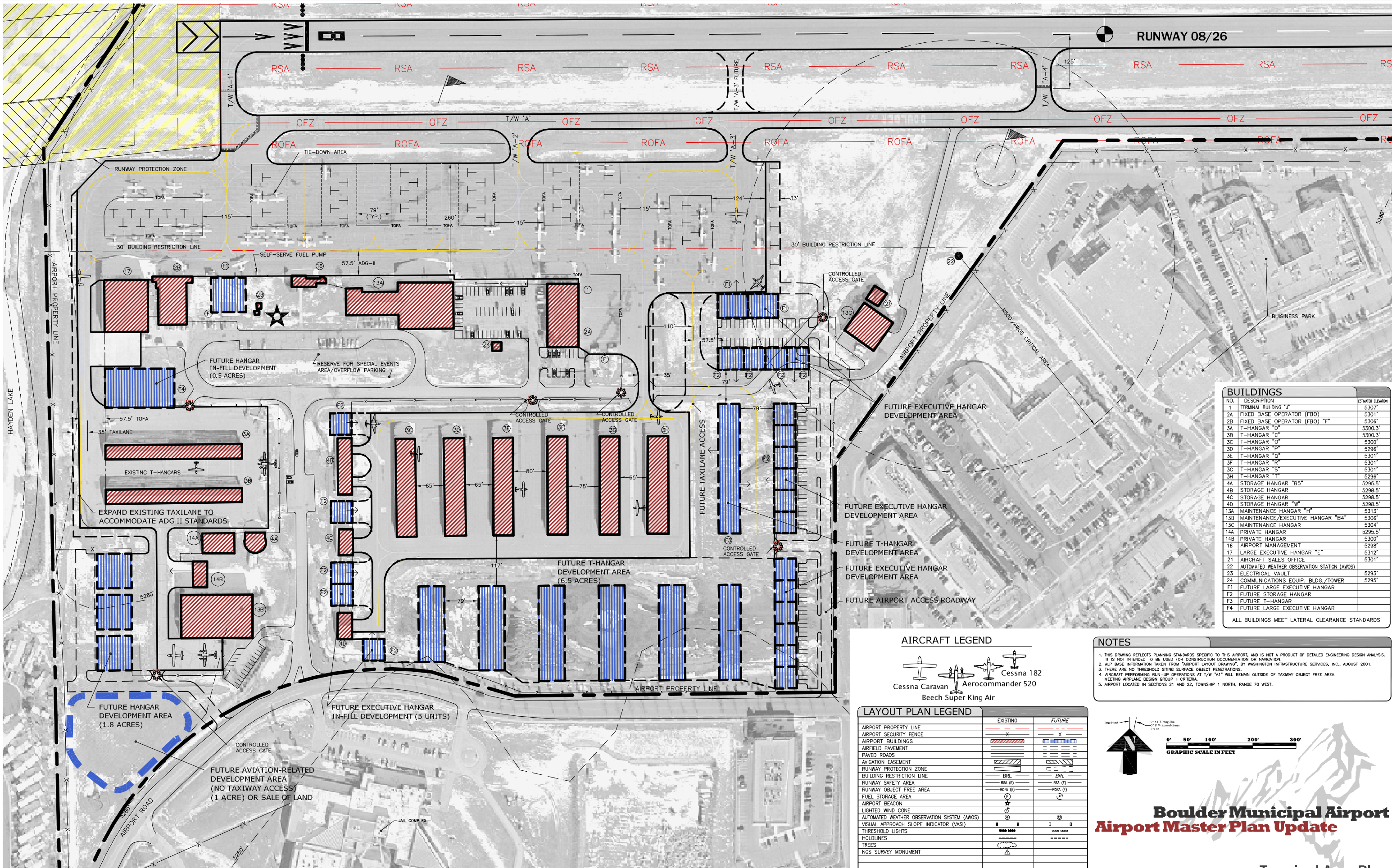
REVISIONS		
NO.	DESCRIPTION	DATE



Boulder Municipal Airport
Airport Master Plan Update

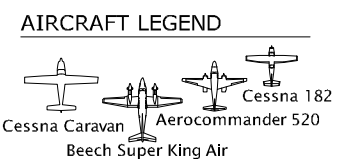
Airport Layout Drawing

DATE
December 2006



BUILDINGS		
NO.	DESCRIPTION	ESTIMATED ELEVATION
1	TERMINAL BUILDING "J"	5307'
2A	FIXED BASE OPERATOR (FBO) "A"	5301'
2B	FIXED BASE OPERATOR (FBO) "B"	5306'
3A	T-HANGAR "D"	5300.3'
3B	T-HANGAR "C"	5300.3'
3C	T-HANGAR "O"	5300'
3D	T-HANGAR "P"	5296'
3E	T-HANGAR "Q"	5301'
3F	T-HANGAR "R"	5301'
3G	T-HANGAR "S"	5301'
3H	T-HANGAR "T"	5296'
4A	STORAGE HANGAR "B5"	5295.5'
4B	STORAGE HANGAR	5298.5'
4C	STORAGE HANGAR	5298.5'
4D	STORAGE HANGAR "W"	5298.5'
13A	MAINTENANCE HANGAR "H"	5313'
13B	MAINTENANCE/EXECUTIVE HANGAR "B4"	5306'
13C	MAINTENANCE HANGAR	5304'
14A	PRIVATE HANGAR	5295.5'
14B	PRIVATE HANGAR	5300'
16	AIRPORT MANAGEMENT	5298'
17	LARGE EXECUTIVE HANGAR "E"	5312'
21	AIRCRAFT SALES OFFICE	5301'
22	AUTOMATED WEATHER OBSERVATION STATION (AWOS)	
23	ELECTRICAL VAULT	5293'
24	COMMUNICATIONS EQUIP. BLDG./TOWER	5295'
F1	FUTURE LARGE EXECUTIVE HANGAR	
F2	FUTURE STORAGE HANGAR	
F3	FUTURE T-HANGAR	
F4	FUTURE LARGE EXECUTIVE HANGAR	

ALL BUILDINGS MEET LATERAL CLEARANCE STANDARDS

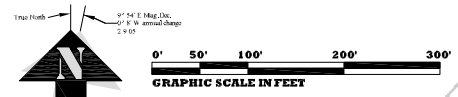


NOTES

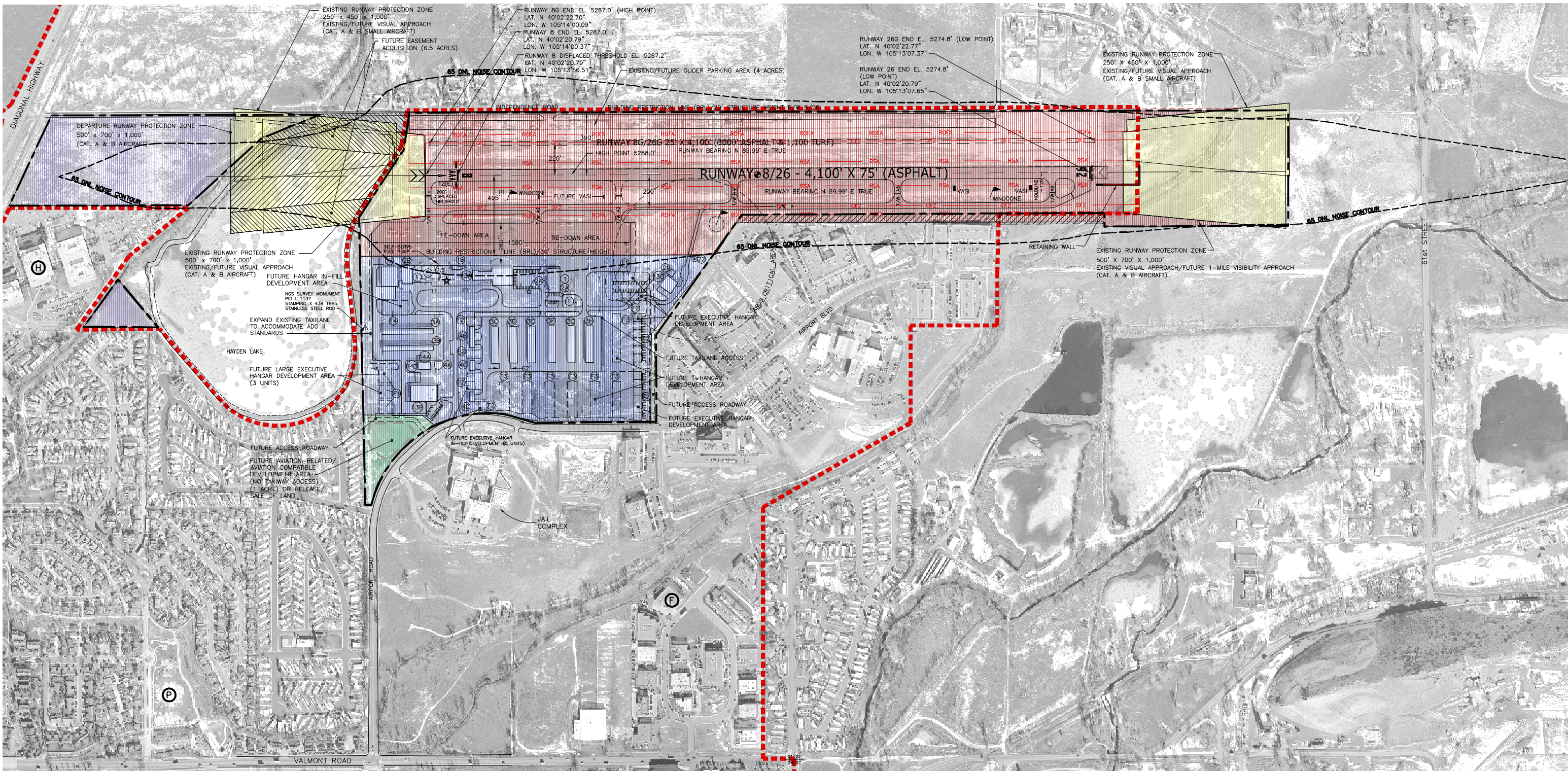
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- ALP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING", BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- AIRCRAFT PERFORMING RUN-UP OPERATIONS AT T/W "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
- AIRPORT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.

LAYOUT PLAN LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
AIRPORT BUILDINGS	---X---	---X---
AIRFIELD PAVEMENT	---/---/---	---/---/---
PAVED ROADS	---	---
AVIGATION EASEMENT	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDING RESTRICTION LINE	BRL	BRL
RUNWAY SAFETY AREA	RSA (E)	RSA (F)
RUNWAY OBJECT FREE AREA	ROFA (E)	ROFA (F)
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE	---	---
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	---	---
VISUAL APPROACH SLOPE INDICATOR (VAS)	---	---
THRESHOLD LIGHTS	---	---
HOLDLINES	---	---
TREES	---	---
NGS SURVEY MONUMENT	---	---



**Boulder Municipal Airport
Airport Master Plan Update**



LAND USE ORDINANCES
 BOULDER REVISED CODE, 1981, CHAPTER 11-4 AIRPORT
 BOULDER REVISED CODE, 1981, CHAPTER 9-3 OVERLAY DISTRICTS
 BOULDER REVISED CODE, 1981, CHAPTER 9-3-10 AIRPORT INFLUENCE ZONE

NOTES
 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. ALP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING", BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
 3. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 4. AIRCRAFT PERFORMING RUN-UP OPERATIONS AT T/W "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
 5. AIRPORT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
 6. ALL LAT./LONG. COORDINATE INFORMATION IS WGS84. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (PID LL1137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

LAND USE LEGEND

ON AIRPORT PROPERTY	
	RUNWAY/TAXIWAY/AIRCRAFT OPERATIONS AREA
	RUNWAY PROTECTION ZONE
	AVIATION/AVIATION-RELATED DEVELOPMENT AREA
	AVIATION-RELATED/AVIATION COMPATIBLE DEVELOPMENT AREA
	OPEN SPACE

OFF AIRPORT PROPERTY	
	FIRE STATION
	HOSPITAL
	PARK
	CITY OF BOULDER CORPORATE LIMITS

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	5288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 40°02'21"N LON. 105°13'35"W	SAME
MEAN MAX. TEMP. HOTTEST MONTH	87.5°F	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME

REVISIONS

NO.	DESCRIPTION	DATE

LAYOUT PLAN LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT SECURITY FENCE		
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
PAVED ROADS		
AVIGATION EASEMENT		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
FUEL STORAGE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE		
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)		
VISUAL APPROACH SLOPE INDICATOR (VASI)		
THRESHOLD LIGHTS		
HOLDLINES		
TREES		
NGS SURVEY MONUMENT		

True North

 0' 150' 300' 600' 900'
 GRAPHIC SCALE IN FEET

Boulder Municipal Airport
Airport Master Plan Update

Land Use Drawing

Traffic Pattern.

Noise Abatement Procedures and Traffic Patterns

Pattern altitude is 6,300 feet MSL. Left traffic for Runway 8, right traffic for Runway 26. Use Runway 08 in calm wind conditions. Glider operations on adjacent grass strip north of main runway. Glider traffic pattern is inside power-aircraft pattern for Runways 8 and 26. Glider operations immediately south of field. Please avoid overflight of residential areas at high power settings below 7,500 feet MSL.

General Aviation Noise Abatement Approach & Landing, Departure, and Pattern Procedures—VFR Only.

Your compliance with the following procedures is requested, unless otherwise required by FARs, weather conditions, or aircraft limitations.

General Procedures.

- > Avoid Overflying Noise Sensitive and Residential Areas.
- > If You Must Overfly Shaded Noise Sensitive Areas, Maintain 7,500' MSL or Higher.
- > Avoid High RPM Prop Settings.
- > Do Not Fly North of Jay Road on Downwind Leg.
- > Traffic Pattern Altitude 6,300' MSL.
- > Heavy Glider Operations on Parallel Runway.
- > Frequent "No Radio" Operations.
- > Pilots are Requested to Avoid Making Touch and Go Landings Before 8:00 AM and After 5:00 PM.
- > Pilots are Requested to Avoid Flight Operations Between 11:00 PM and 7:00 AM.

Runway 8

Runway 8 Preferred Under Calm and Light Wind Conditions.

APPROACH & LANDING

- > No Straight-Ins to Runway 8.
- > Rwy 8: Base Entries Discouraged.
- > No Approaches West of 28th Street.
- > Avoid Flying West of 30th Street.
- > Fly Close Steep Approach (Avoid "Dragging It In").

DEPARTURE

- > No Turn Below 5,800' MSL for Closed Traffic.
- > Depart Straight Out. Turn North Only After Passing Residential Area.

Runway 26

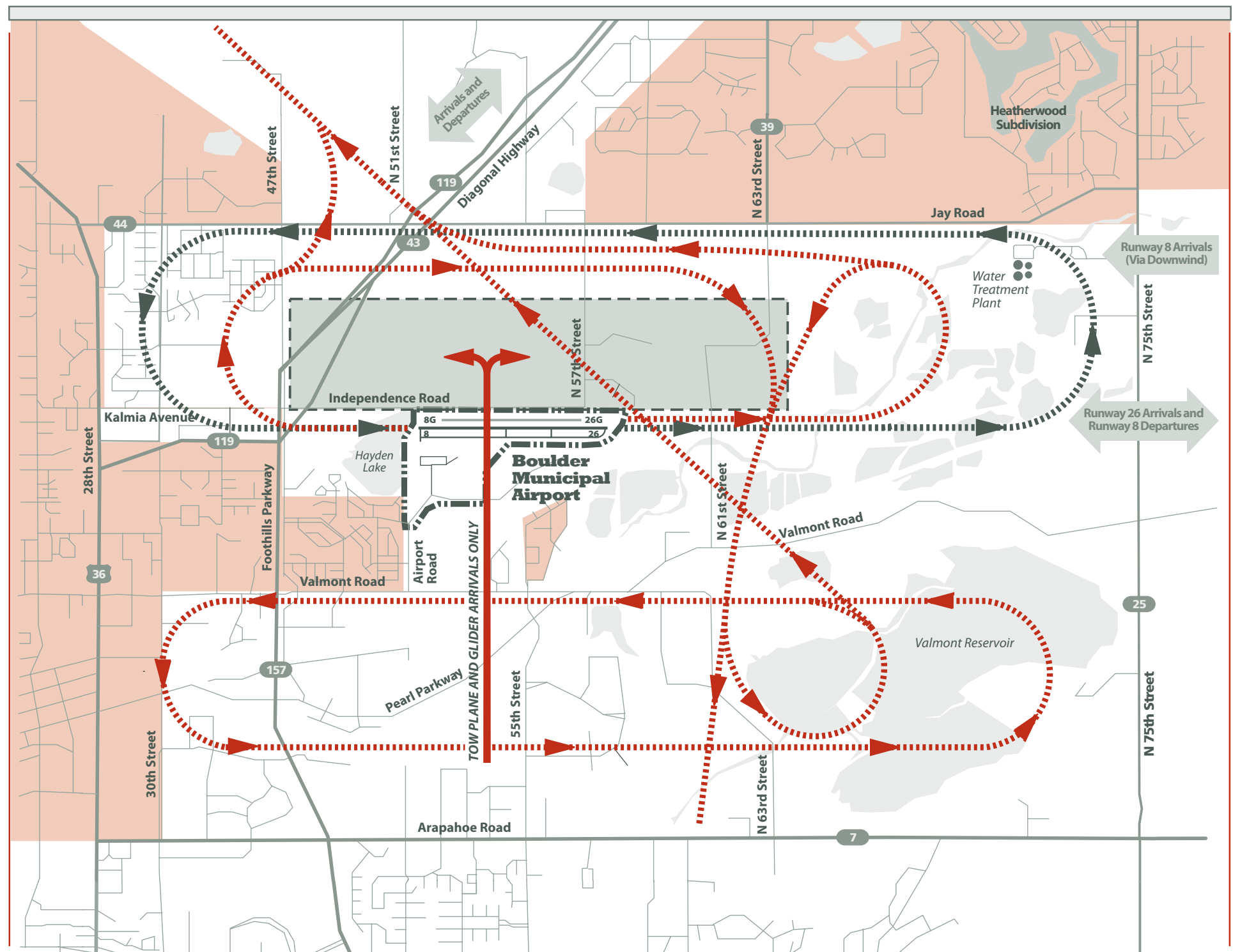
Westerly Winds Only.

APPROACH & LANDING

- > **CAUTION** — Severe Turbulence and Down Draft on Short Final Approach During Strong Westerly Winds.
- > 6,300' MSL and 1,000' AGL.
- > Rwy 26: Crosswind and Base Entries Discouraged.
- > **RIGHT HAND TRAFFIC!**

DEPARTURE

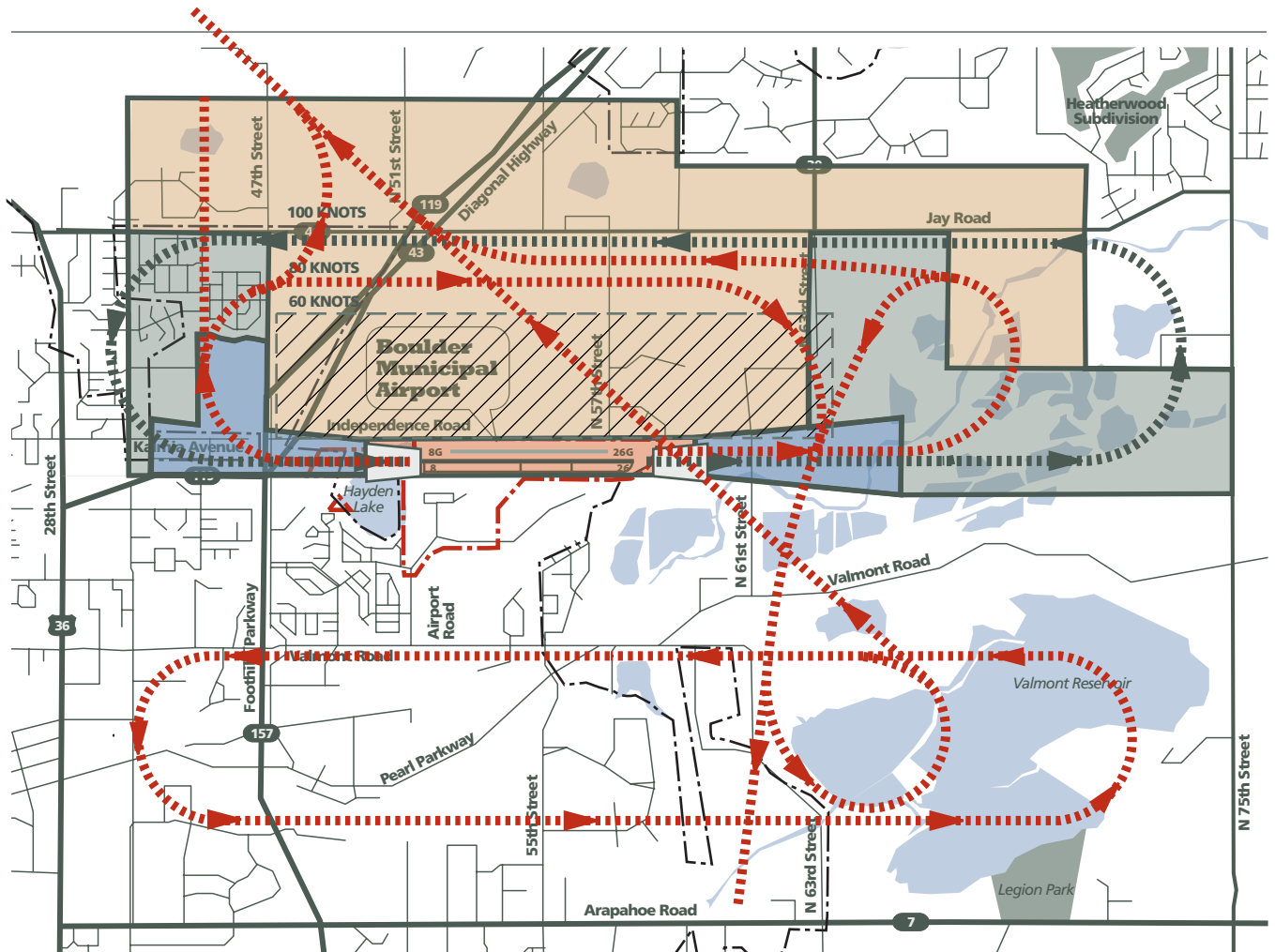
- > Crosswind Leg East of 30th Street. Depart via Downwind.



Approximate Scale: 1"=2,500'

Boulder Municipal Airport Noise Abatement Procedures and Traffic Patterns Map

- Noise Sensitive Areas
- Glider Traffic Pattern
- Powered Aircraft Flight Track
- Glider/Tow Plane Flight Track
- Arrival/Departure Corridor



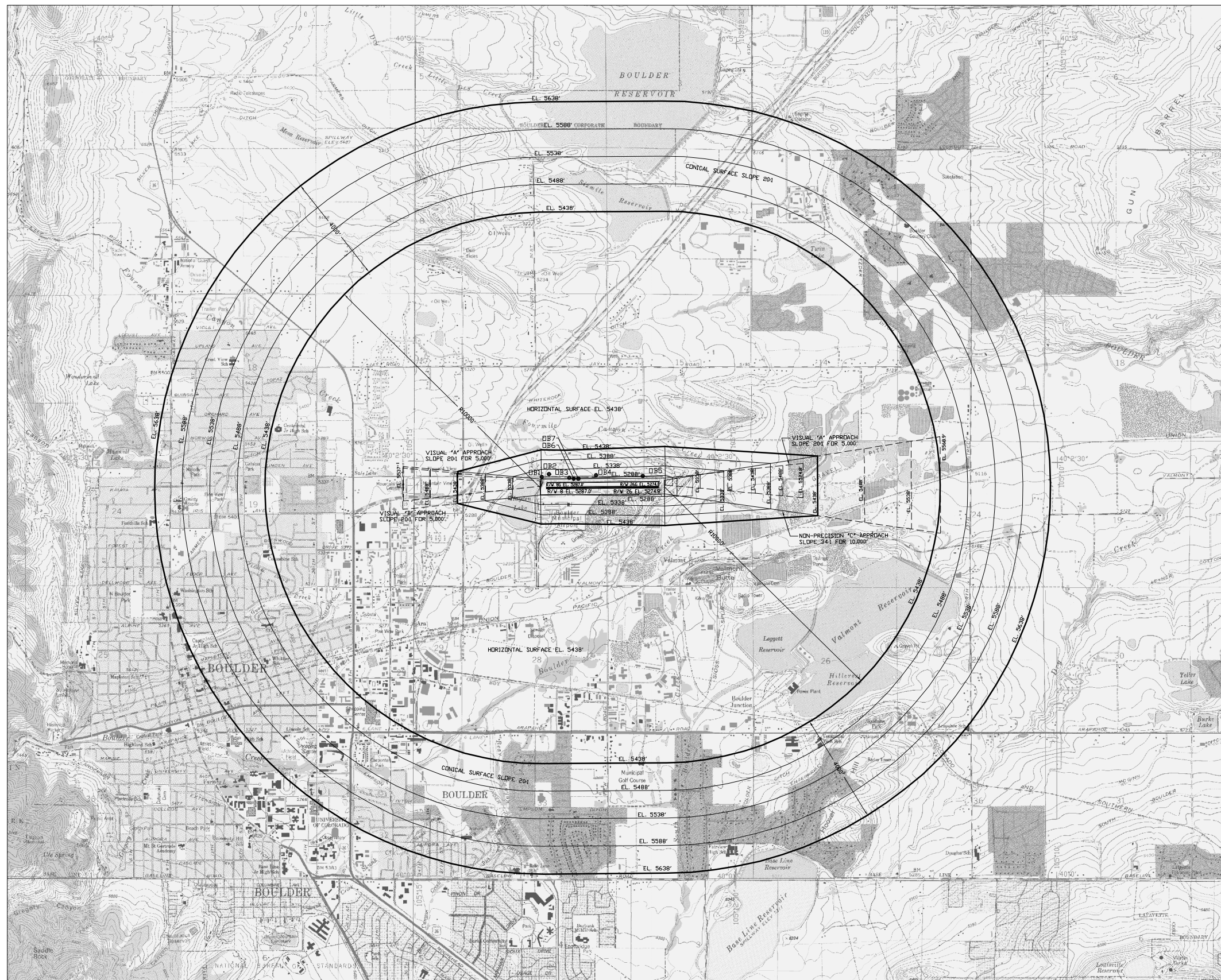
Approximate Scale: 1"=3,600'

Airport Influence Overlay Zone Map with Flight Tracks

- | | | | |
|--|---------------|--|-------------------------------|
| | Zoning Area 1 | | Gliders |
| | Zoning Area 2 | | Powered Aircraft Flight Track |
| | Zoning Area 3 | | Glider/Tow Plane Flight Track |
| | Zoning Area 4 | | Helicopter Traffic |
| | City Boundary | | Runway Protection Zone |

**Boulder Municipal Airport
Airport Master Plan Update**

Source: Base Map: Microsoft Street & Trips 2006. Influence Area: City of Boulder Airport Influence Overlay Zoning Map.

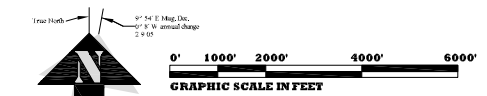


OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
OB1	ROADWAY	5280'	5'	TRANS.	NONE
OB2	TREE *	5330'	35'	TRANS.	NONE
OB3	POWER POLE *	5305'	35'	TRANS.	LIGHTED
OB4	POWER LINE	5305'	33'	TRANS.	LIGHTED
OB5	ROADWAY	5275'	12'	TRANS.	NONE
OB6	FENCE *	5288'	3'	PRIMARY	NONE
OB7	LIGHT POLE *	5308'	18'	PRIMARY	LIGHTED

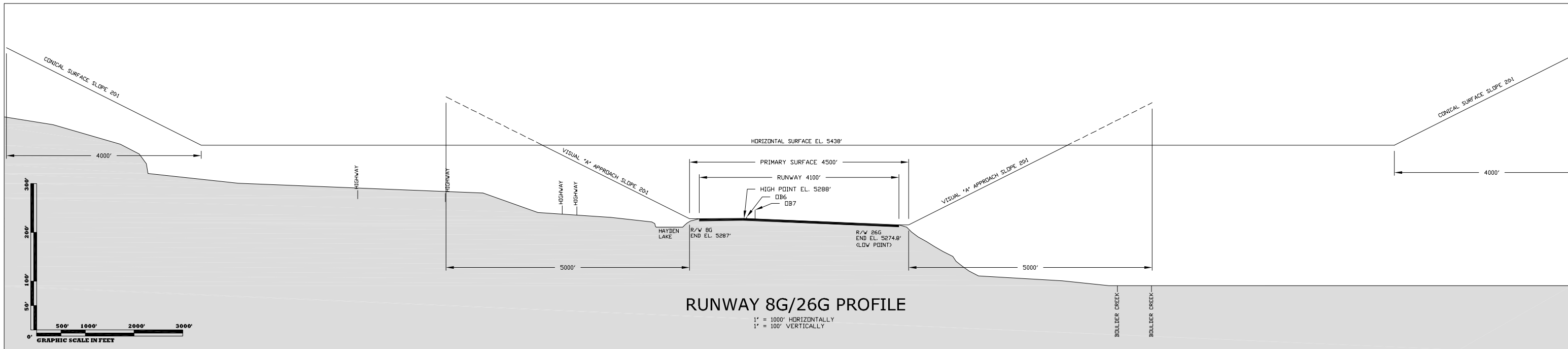
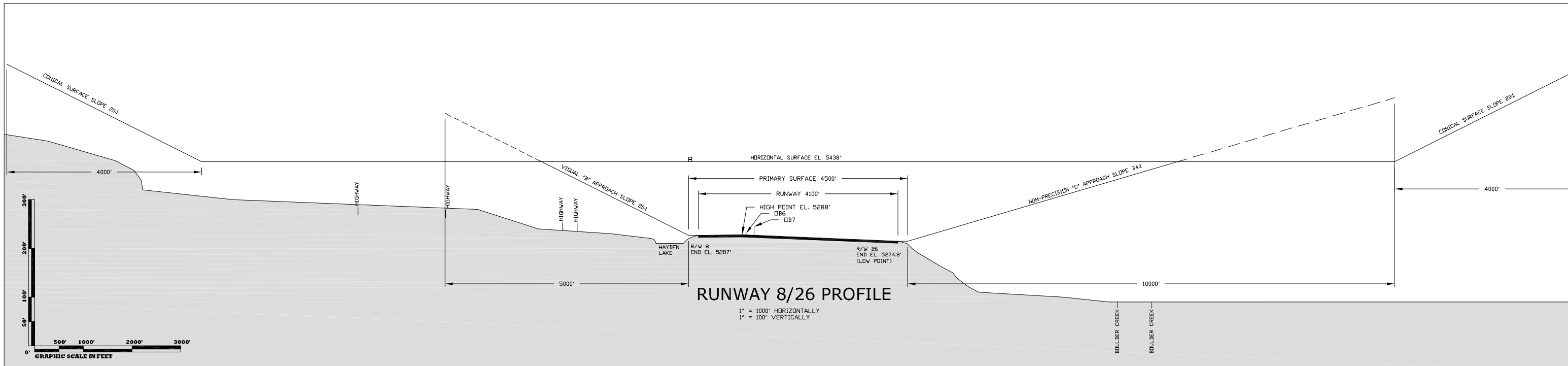
NOTE: OBSTRUCTIONS DETERMINED FROM AERIAL PHOTOGRAPHY AND USGS QUADRANGLE MAPS. OBSTRUCTION SURVEY WILL BE REQUIRED TO DETERMINE ACCURATE LOCATION, ELEVATION, AND DISPOSITION.
 * MULTIPLE LOCATIONS PARALLEL TO RUNWAY 8G/26G
 REFER TO INNER APPROACH DRAWINGS FOR CLOSE IN OBSTRUCTIONS

- NOTES:
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 - THERE IS NO OBSTRUCTION CHART FOR THIS AIRPORT.
 - TOPOGRAPHIC DATA WAS OBTAINED FROM USGS 7.5 MINUTE SURVEY MAPS, "LAFAYETTE", "LOUISVILLE", "ELDORADO SPRINGS", "ERIE", "NIWOT", AND "BOULDER", COLORADO.
 - THE CITY OF BOULDER HAS ESTABLISHED AN AIRPORT INFLUENCE OVERLAY ZONE AND ASSOCIATED REGULATIONS THAT GOVERN THE TYPES OF DEVELOPMENT WITHIN THE AREA SURROUNDING THE AIRPORT TO ENSURE COMPATIBLE LAND USES IN CLOSE PROXIMITY TO THE AIRPORT.



**Boulder Municipal Airport
 Airport Master Plan Update**

Airport Airspace Drawing
 Plan View Conical Surface

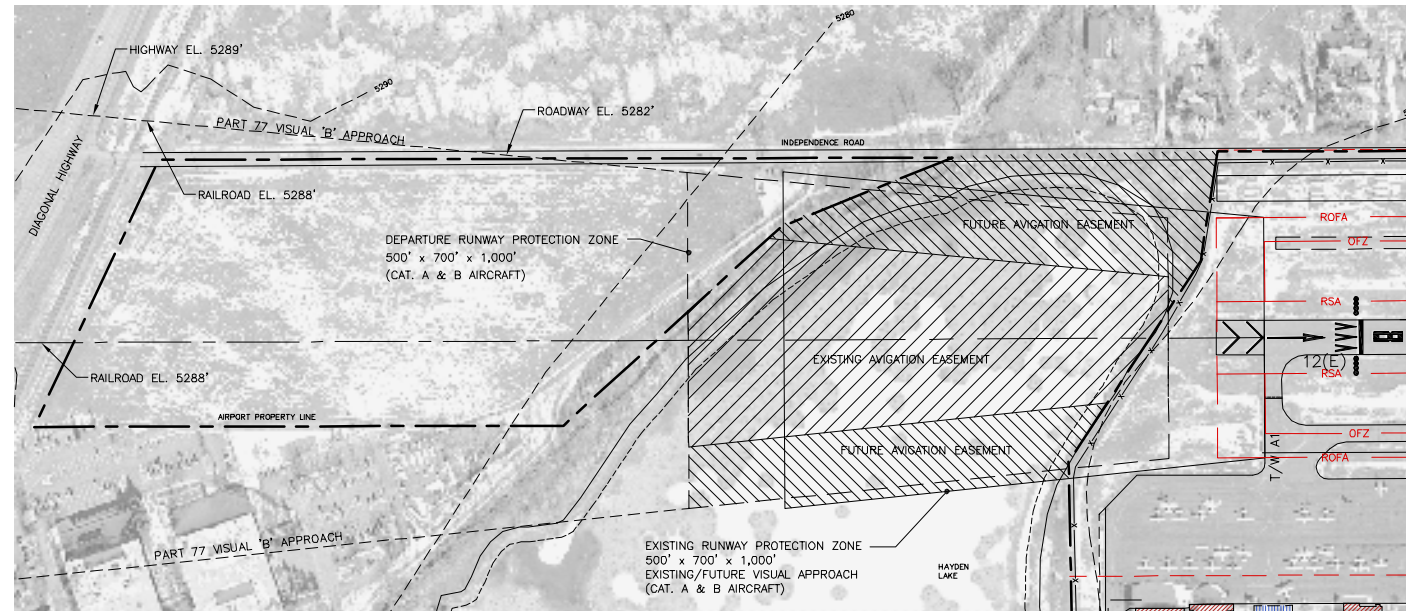


OBSTRUCTIONS

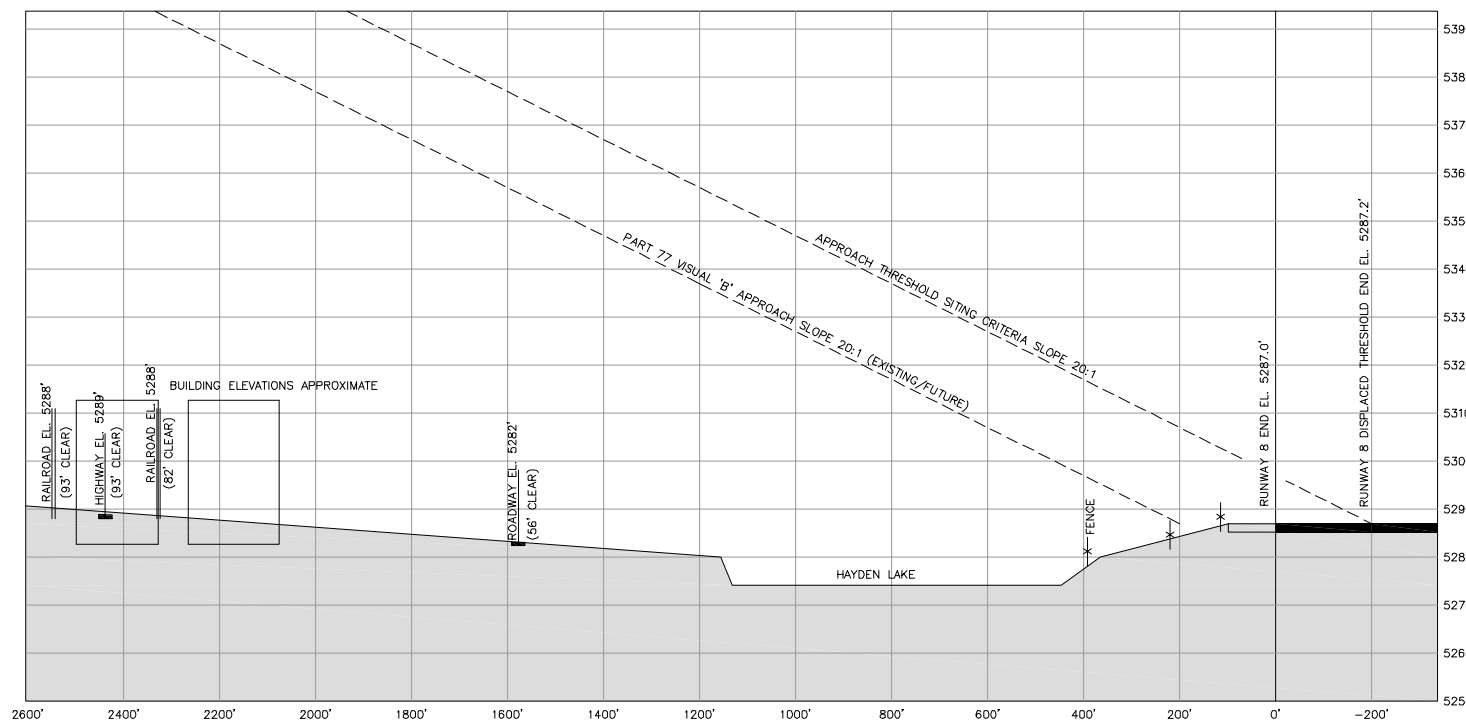
NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
OB6	FENCE *	5288'	3'	PRIMARY	NONE
OB7	LIGHT POLE *	5308'	18'	PRIMARY	LIGHTED

NOTE: OBSTRUCTIONS DETERMINED FROM AERIAL PHOTOGRAPHY AND USGS QUADRANGLE MAPS. OBSTRUCTION SURVEY WILL BE REQUIRED TO DETERMINE ACCURATE LOCATION, ELEVATION, AND DISPOSITION.
 * MULTIPLE LOCATIONS PARALLEL TO RUNWAY 8G/26G
 REFER TO INNER APPROACH DRAWINGS FOR CLOSE IN OBSTRUCTIONS

NOTES:
 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. THERE IS NO OBSTRUCTION CHART FOR THIS AIRPORT.
 3. TOPOGRAPHIC DATA WAS OBTAINED FROM USGS 7.5 MINUTE SURVEY MAPS, "LAFAYETTE", "LOUISVILLE", "ELDORADO SPRINGS", "TRIEB", "NINETY", AND "BOULDER", COLORADO.
 4. TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH AND PRIMARY SURFACES.



RUNWAY 8 PLAN
1" = 200'



RUNWAY 8 PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

- NOTES**
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 - AIP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING", BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
 - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - AIRCRAFT PERFORMING RUN-UP OPERATIONS AT T/W "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
 - AIRCRAFT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
 - ALL LAT./LONG. COORDINATE INFORMATION IS NAD83. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (FD 11137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	5288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT.40°02'21"N LONG.109°13'35"W	SAME
MEAN MAX. TEMP. HOTTEST MONTH	87.5°F	SAME
COMBINED WIND COVERAGE VFR/IFR(%) 13kt	94.64/91.90	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY LIGHTING	MIL	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME

DECLARED DISTANCES		
	EXISTING	FUTURE
RUNWAY 8/26		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/3,900'	SAME
LANDING DISTANCE AVAILABLE	3,900'/3,900'	SAME
RUNWAY 8G/26G		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/4,100'	SAME
LANDING DISTANCE AVAILABLE	4,100'/4,100'	SAME

ITEM	RUNWAY 8/26		RUNWAY 8G/26G	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	VISUAL/NON-PREC.	VISUAL/VISUAL	VISUAL
PART 77 APPROACH SURFACES	20:1/20:1	20:1/34:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	VISUAL-B	VISUAL-B/NP-C	VISUAL A	SAME
RUNWAY WIDTH AND LENGTH	75' X 4,100'	SAME	25' X 4,100'	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT & TURF	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	16-SW, 30-DW	SAME	NA	SAME
RUNWAY LIGHTING	MIRL	SAME	NONE	SAME
RUNWAY MARKING	BASIC/BASIC	NP/BASIC	NONE	SAME
PERCENT GRADIENT	0.22%	SAME	0.22%	SAME
MAXIMUM GRADE WITHIN R/W LENGTH	0.48%	SAME	0.48%	SAME
LINE-OF-SIGHT REQUIREMENTS	MEETS CRITERIA	SAME	MEETS CRITERIA	SAME
VISUAL APPROACH AIDS (LIGHTING)	VASI	VASI/PAPI	NONE	SAME
INSTRUMENT APPROACH AIDS	NONE	GPS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME	A-I	SAME
CRITICAL AIRCRAFT	BECH SUPER KINGAIR 8200	SAME	EIRIATION PIK-20	SAME
RUNWAY SAFETY AREA WIDTH	150'	SAME	150'	SAME
R/W SAFETY AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	500'	SAME
R/W OBJECT FREE AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	250'	SAME	400'	SAME
R/W OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200'/200'	SAME	200'/200'	SAME
RUNWAY END ELEVATIONS	5287.0'/5274.8'	SAME	5287.0'/5274.8'	SAME
RUNWAY END COORDINATES	RW 8 N 49°02'20.79" W 109°14'00.37" N 49°02'20.79" W 109°13'07.65"	SAME	N 49°02'22.70" W 109°14'00.09" N 49°02'22.77" W 109°13'07.37"	SAME
DISPLACED THRESHOLD COORDINATES	RW 8 N 49°02'20.79" W 109°13'58.51" NA	SAME	NA	NA
RUNWAY DISPLACED THRESHOLD ELEVATION	5287.2'/NA	SAME	NA/NA	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	5288.0'/5287.9'	SAME	5288.0'/5287.9'	SAME
RUNWAY HIGHPOINT	5288.0'	SAME	5288.0'	SAME
RUNWAY LOWPOINT	5274.8'	SAME	5274.8'	SAME

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	X	X
AIRPORT BUILDINGS	[Hatched Box]	[Hatched Box]
AIRFIELD PAVEMENT	[Dotted Box]	[Dotted Box]
PAVED ROADS	[Solid Line]	[Solid Line]
AVIGATION EASEMENT	[Hatched Box]	[Hatched Box]
RUNWAY PROTECTION ZONE	[Hatched Box]	[Hatched Box]
BUILDING RESTRICTION LINE	BRL	BRL
RUNWAY SAFETY AREA	RSK (E)	RSK (E)
RUNWAY OBJECT FREE AREA	ROFA (E)	ROFA (E)
FUEL STORAGE AREA	[Symbol]	[Symbol]
AIRPORT BEACON	[Symbol]	[Symbol]
LIGHTED WIND CONE	[Symbol]	[Symbol]
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	[Symbol]	[Symbol]
VISUAL APPROACH SLOPE INDICATOR (VASI)	[Symbol]	[Symbol]
THRESHOLD LIGHTS	[Symbol]	[Symbol]
HOLDLINES	[Symbol]	[Symbol]
TREES	[Symbol]	[Symbol]
NGS SURVEY MONUMENT	[Symbol]	[Symbol]

REVISIONS		
NO.	DESCRIPTION	DATE

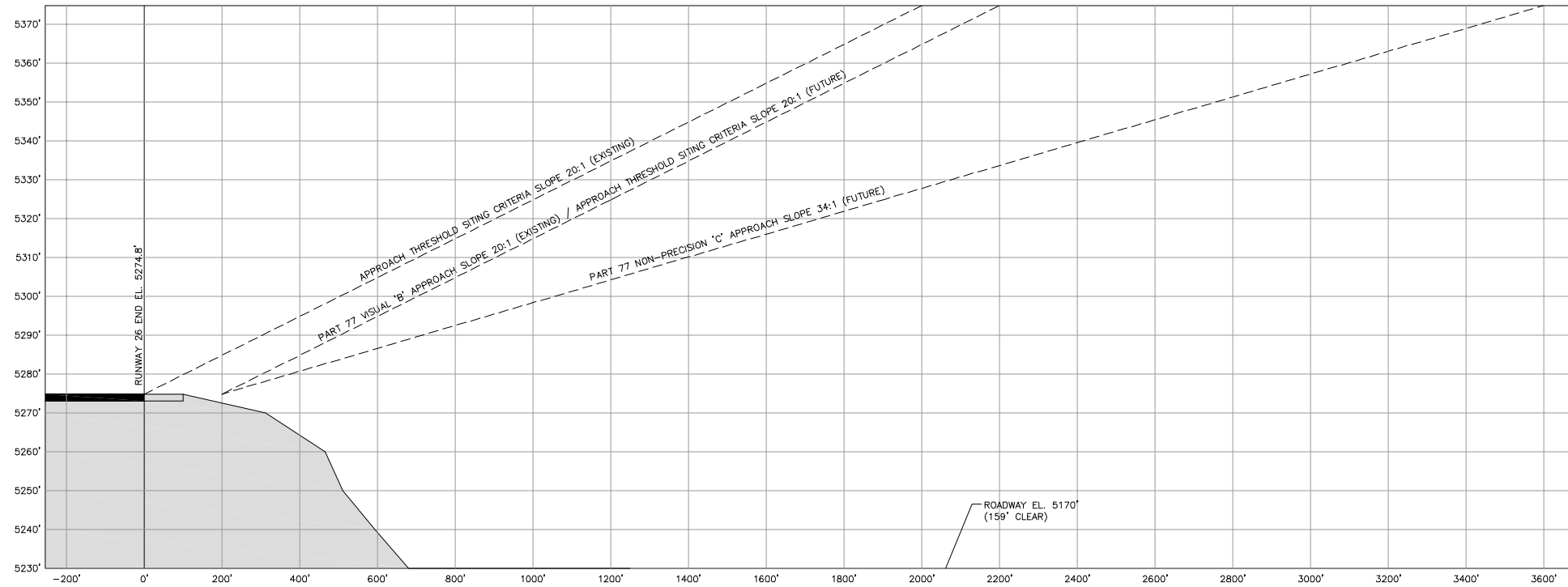
North Arrow
Graphic Scale in Feet: 0', 100', 200', 400', 600'

Boulder Municipal Airport
Airport Master Plan Update

RUNWAY 26 PLAN
1" = 200'



RUNWAY 26 PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- ALP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING", BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- AIRCRAFT PERFORMING RUN-UP OPERATIONS AT 1/4" MSL WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
- AIRPORT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
- ALL LAT/LONG COORDINATE INFORMATION IS NAD83. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (PID LL1137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	5288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT: 40°02'21"N LON: 105°13'35"W	SAME
MEAN MAX. TEMP. HOTTEST MONTH	87.5°F	SAME
COMBINED WIND COVERAGE W/V (FR%) 13kt	94.64/91.90	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME

DECLARED DISTANCES

	EXISTING	FUTURE
RUNWAY 8/26		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/3,900'	SAME
LANDING DISTANCE AVAILABLE	3,900'/3,900'	SAME
RUNWAY 8G/26G		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/4,100'	SAME
LANDING DISTANCE AVAILABLE	4,100'/4,100'	SAME

RUNWAY DATA

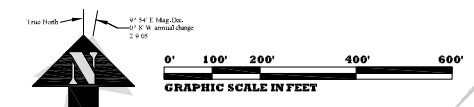
ITEM	RUNWAY 8/26		RUNWAY 8G/26G	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	VISUAL/NON-PREC.	VISUAL/VISUAL	SAME
PART 77 APPROACH SURFACES	20:1/20:1	20:1/34:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	VISUAL-B	VISUAL-B/NP-C	VISUAL A	SAME
RUNWAY WIDTH AND LENGTH	75' X 4,100'	SAME	25' X 4,100'	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT & TURF	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	16-SW, 30-DW	SAME	NA	SAME
RUNWAY LIGHTING	MRL	SAME	NONE	SAME
RUNWAY MARKING	BASIC/BASIC	NPI/BASIC	NONE	SAME
PERCENT GRADIENT	0.22%	SAME	0.22%	SAME
MAXIMUM GRADE WITHIN R/W LENGTH	0.48%	SAME	0.48%	SAME
LINE-OF-SIGHT REQUIREMENTS	MEETS CRITERIA	SAME	MEETS CRITERIA	SAME
VISUAL APPROACH AIDS (LIGHTING)	VASI	VASI/PAPI	NONE	SAME
INSTRUMENT APPROACH AIDS	NONE	GPS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME	A-I	SAME
CRITICAL AIRCRAFT	BECH SUPER KINGAIR 8200	SAME	EIRAVION PIK-20	SAME
RUNWAY SAFETY AREA WIDTH	150'	SAME	150'	SAME
R/W SAFETY AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	500'	SAME
R/W OBJECT FREE AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	250'	SAME	250'	SAME
R/W OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200'/200'	SAME	200'/200'	SAME
RUNWAY END ELEVATIONS	5287.0'/5274.8'	SAME	5287.0'/5274.8'	SAME
RUNWAY END COORDINATES	RW 8 N 40°02'20.79" W 105°14'00.31" RW 26 N 40°02'20.79" W 105°13'07.65"	SAME	N 40°02'22.70" W 105°14'00.09" N 40°02'22.77" W 105°13'07.37"	SAME
DISPLACED THRESHOLD COORDINATES	RW 8 N 40°02'20.79" W 105°13'56.61" RW 26 NA	SAME	NA	NA
RUNWAY DISPLACED THRESHOLD ELEVATION	5287.2'/NA	SAME	NA/NA	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	5288.0'/5287.9'	SAME	5288.0'/5287.9'	SAME
RUNWAY HIGHPOINT	5288.0'	SAME	5288.0'	SAME
RUNWAY LOWPOINT	5274.8'	SAME	5274.8'	SAME

LAYOUT PLAN LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	X	X
AIRPORT BUILDINGS	[Symbol]	[Symbol]
AIRFIELD PAVEMENT	[Symbol]	[Symbol]
PAVED ROADS	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE	[Symbol]	[Symbol]
RUNWAY SAFETY AREA	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA	[Symbol]	[Symbol]
FUEL STORAGE AREA	[Symbol]	[Symbol]
AIRPORT BEACON	[Symbol]	[Symbol]
LIGHTED WIND CONE	[Symbol]	[Symbol]
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	[Symbol]	[Symbol]
VISUAL APPROACH SLOPE INDICATOR (VASI)	[Symbol]	[Symbol]
THRESHOLD LIGHTS	[Symbol]	[Symbol]
HOLDLINES	[Symbol]	[Symbol]
TREES	[Symbol]	[Symbol]
NGS SURVEY MONUMENT	[Symbol]	[Symbol]

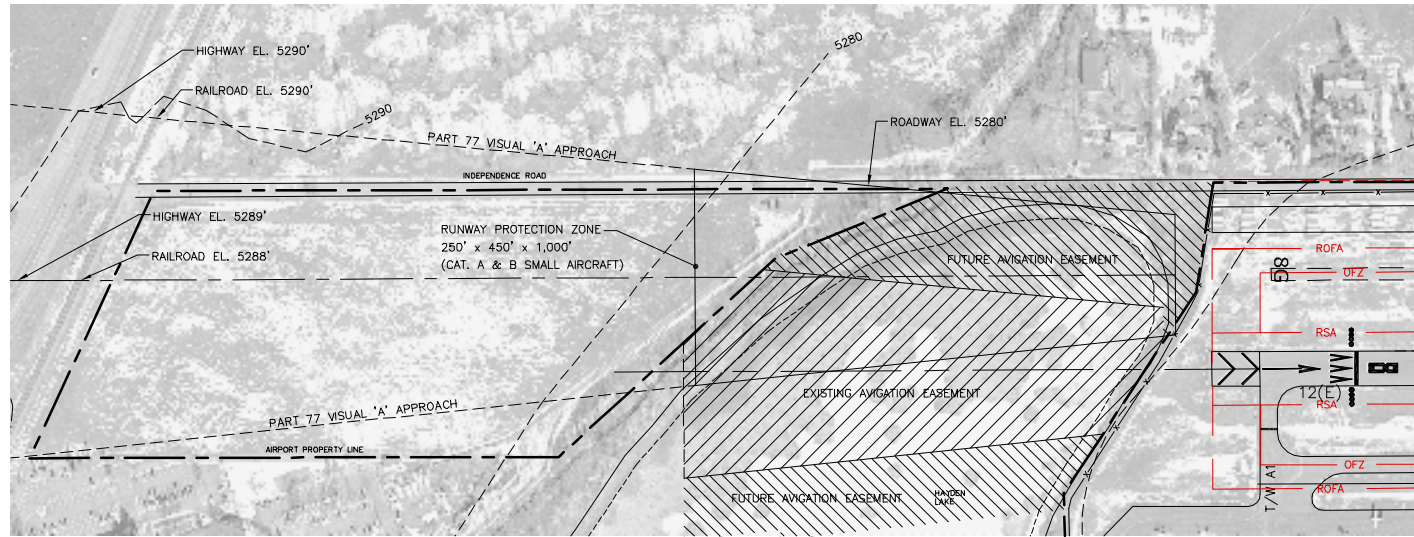
REVISIONS

NO.	DESCRIPTION	DATE

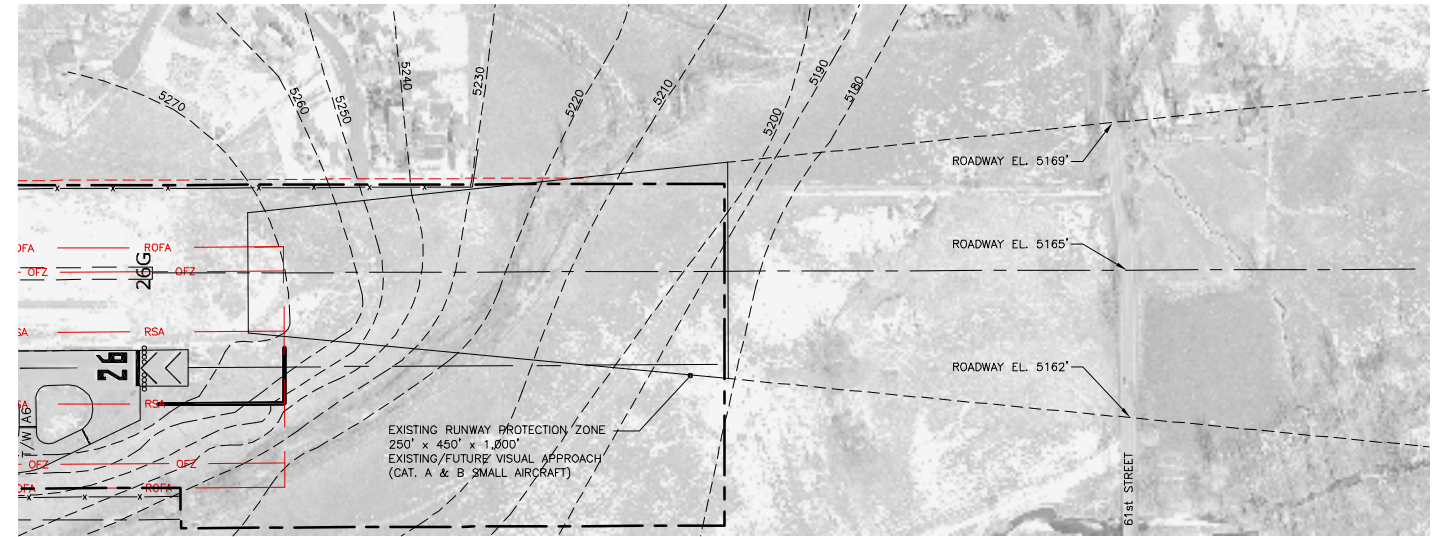


Boulder Municipal Airport
Airport Master Plan Update

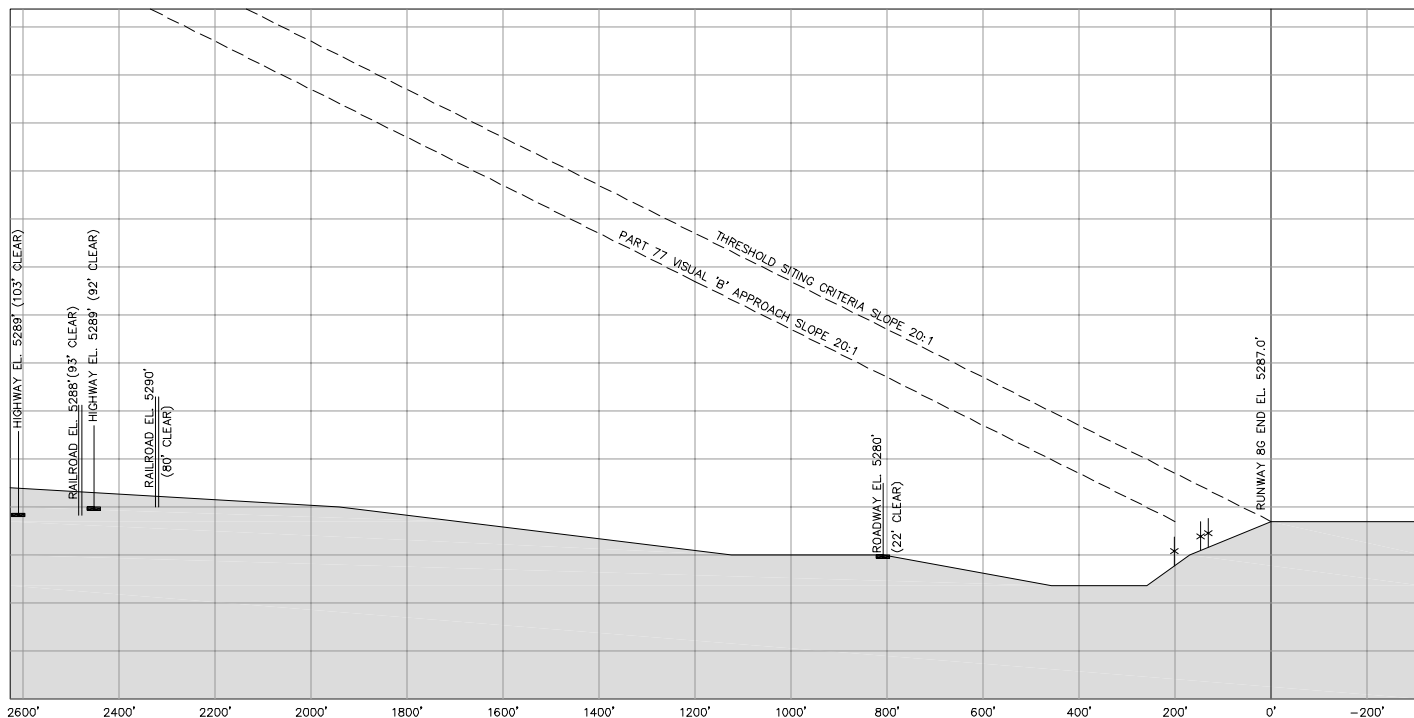
Inner Approach Surface Drawing
Runway 26 Plan & Profile



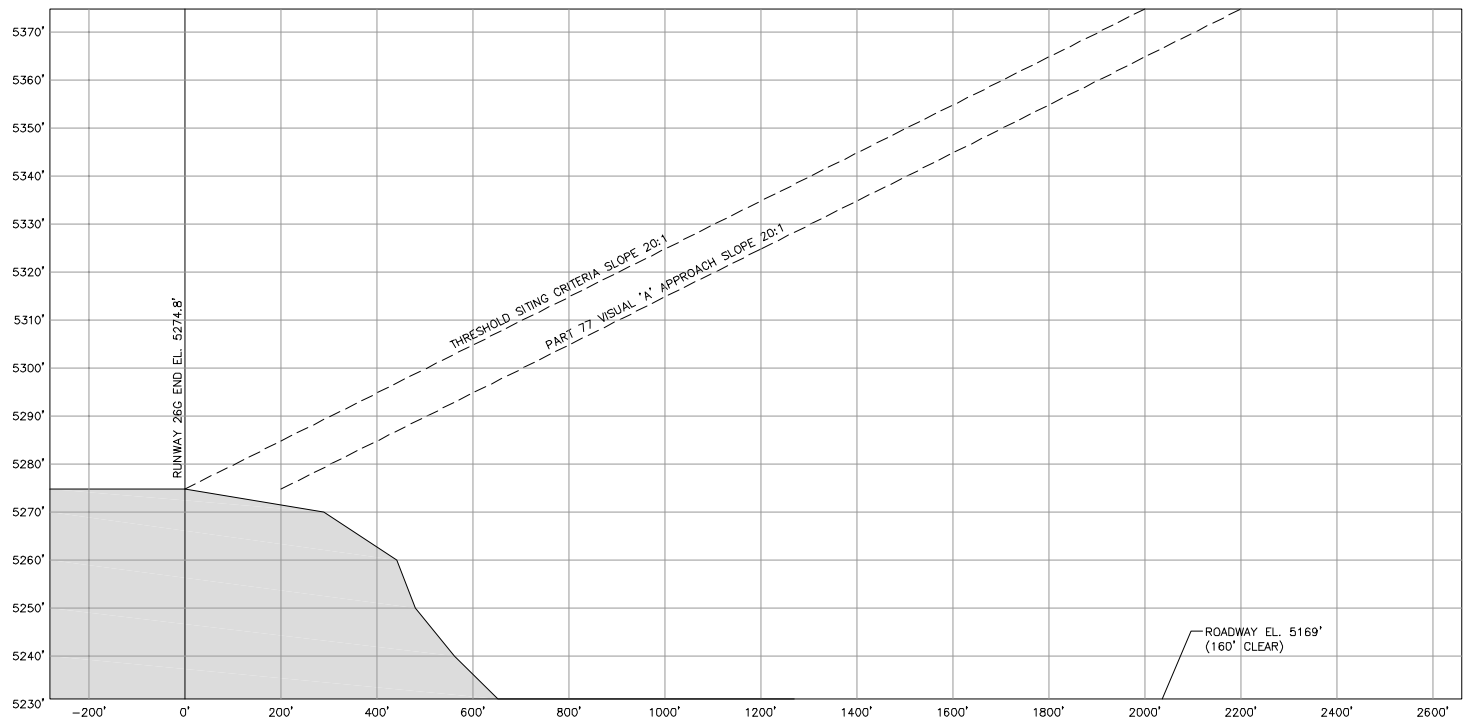
RUNWAY 8G PLAN
1" = 200'



RUNWAY 26G PLAN
1" = 200'



RUNWAY 8G PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



RUNWAY 26G PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

- NOTES**
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 - AUP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING" BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
 - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - AIRCRAFT PERFORMING RUN-UP OPERATIONS AT T/W "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
 - AIRCRAFT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
 - ALL LAT./LONG. COORDINATE INFORMATION IS NAD83. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (PD 11137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	5288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT 40°02'21"N LON 105°13'35"W	SAME
MEAN MAX. TEMP. HOTTEST MONTH	87.5°F	SAME
COMBINED WIND COVERAGE VFR/IFR(%) 13kt	94.64/91.90	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME

DECLARED DISTANCES		
	EXISTING	FUTURE
RUNWAY 8/26		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/3,900'	SAME
LANDING DISTANCE AVAILABLE	3,900'/3,900'	SAME
RUNWAY 8G/26G		
TAKE OFF RUN AVAILABLE	4,100'/4,100'	SAME
TAKE OFF DISTANCE AVAILABLE	4,100'/4,100'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4,100'/4,100'	SAME
LANDING DISTANCE AVAILABLE	4,100'/4,100'	SAME

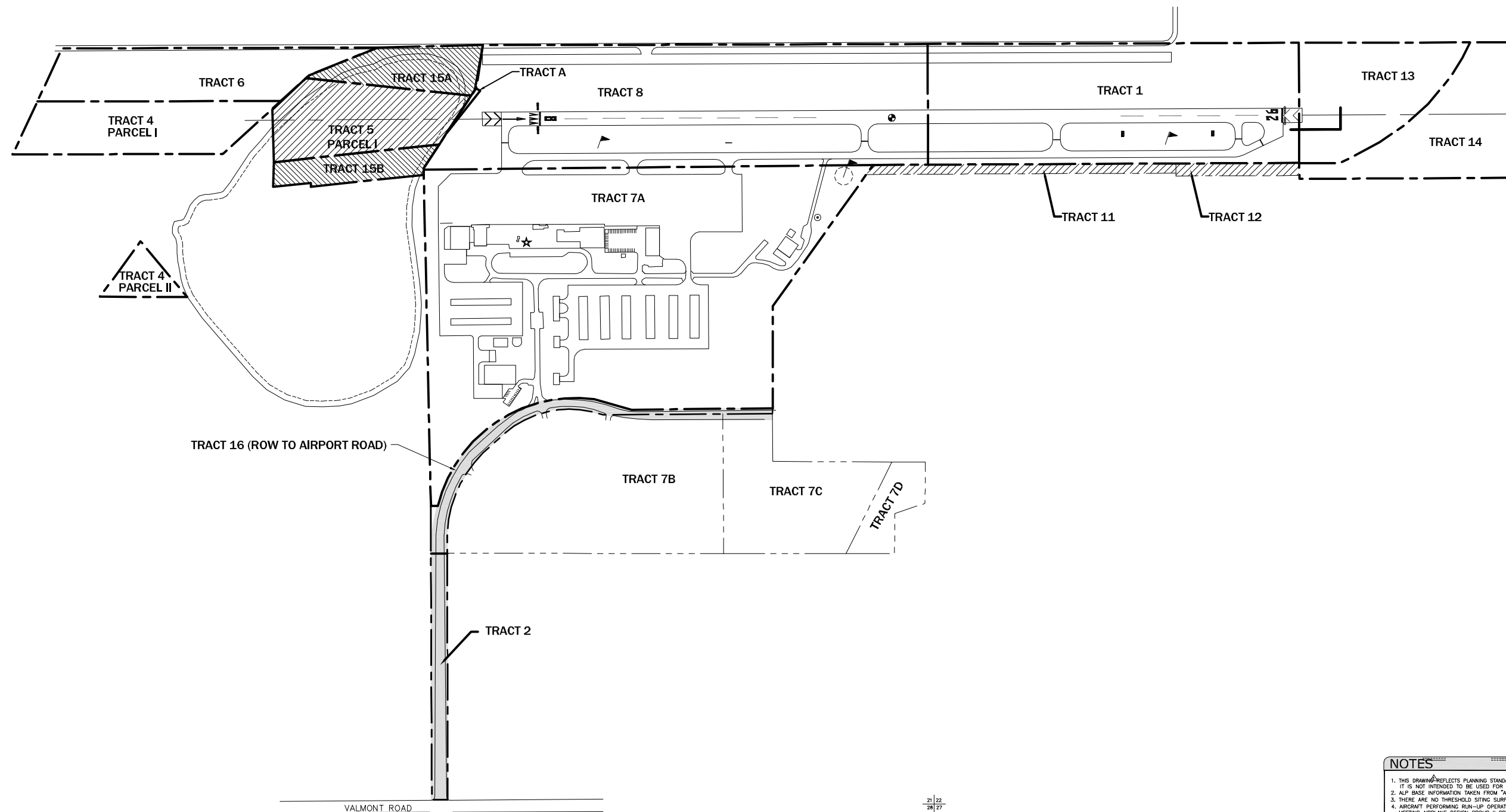
RUNWAY DATA				
ITEM	RUNWAY 8/26		RUNWAY 8G/26G	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	VISUAL/NON-PREC.	VISUAL/VISUAL	SAME
PART 77 APPROACH SURFACES	20:1/20:1	20:1/34:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	VISUAL-B	VISUAL-B/NP-C	VISUAL A	SAME
RUNWAY WIDTH AND LENGTH	75' X 4,100'	SAME	25' X 4,100'	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT & TURF	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	16-SW, 30-DW	SAME	NA	SAME
RUNWAY LIGHTING	MIRL	SAME	NONE	SAME
RUNWAY MARKING	BASIC/BASIC	NP/BASIC	NONE	SAME
PERCENT GRADIENT	0.22%	SAME	0.22%	SAME
MAXIMUM GRADE WITHIN R/W LENGTH	0.48%	SAME	0.48%	SAME
LINE-OF-SIGHT REQUIREMENTS	MEETS CRITERIA	SAME	MEETS CRITERIA	SAME
VISUAL APPROACH AIDS (LIGHTING)	VASI	VASI/PAPI	NONE	SAME
INSTRUMENT APPROACH AIDS	NONE	QPS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME	A-I	SAME
CRITICAL AIRCRAFT	BECH SUPER KINGAIR B200	SAME	EIRIAVION PIK-20	SAME
RUNWAY SAFETY AREA WIDTH	150'	SAME	150'	SAME
R/W SAFETY AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	SAME	500'	SAME
R/W OBJECT FREE AREA LENGTH BEYOND R/W END	300'/300'	SAME	300'/300'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	250'	SAME	400'	SAME
R/W OBSTACLE FREE ZONE LENGTH BEYOND R/W END	200'/200'	SAME	200'/200'	SAME
RUNWAY END ELEVATIONS	5287.0'/5274.8'	SAME	5287.0'/5274.8'	SAME
RUNWAY END COORDINATES	RW 8 N 40°02'22.79" W 105°14'00.31" N 40°02'20.79" W 105°13'07.85"	SAME	RW 8 N 40°02'22.79" W 105°14'00.00" N 40°02'22.77" W 105°13'07.31"	SAME
DISPLACED THRESHOLD COORDINATES	RW 8 N 40°02'20.79" W 105°13'56.51"	SAME	NA	NA
RUNWAY DISPLACED THRESHOLD ELEVATION	5287.2'/NA	SAME	NA/NA	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	5288.0'/5287.9'	SAME	5288.0'/5287.9'	SAME
RUNWAY HIGHPOINT	5288.0'	SAME	5288.0'	SAME
RUNWAY LOWPOINT	5274.8'	SAME	5274.8'	SAME

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	X	X
AIRPORT BUILDINGS	■	■
AIRFIELD PAVEMENT	▨	▨
PAVED ROADS	---	---
AVIGATION EASEMENT	▨	▨
RUNWAY PROTECTION ZONE	▨	▨
BUILDING RESTRICTION LINE	BRL	BRL
RUNWAY SAFETY AREA	RSA (E)	RSA (F)
RUNWAY OBJECT FREE AREA	ROFA (E)	ROFA (F)
FUEL STORAGE AREA	■	■
AIRPORT BEACON	⊙	⊙
LIGHTED WIND CONE	⊙	⊙
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	⊙	⊙
VISUAL APPROACH SLOPE INDICATOR (VASI)	⊙	⊙
THRESHOLD LIGHTS	⊙	⊙
HOLDLINES	---	---
TREES	⊙	⊙
NGS SURVEY MONUMENT	⊙	⊙

REVISIONS		
NO.	DESCRIPTION	DATE

Boulder Municipal Airport
Airport Master Plan Update

Inner Approach Surface Drawing
Runway 8G/26G Plan & Profile



21 22
28 27

- NOTES**
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 - ALP BASE INFORMATION TAKEN FROM "AIRPORT LAYOUT DRAWING", BY WASHINGTON INFRASTRUCTURE SERVICES, INC., AUGUST 2001.
 - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - AIRCRAFT PERFORMING RUN-UP OPERATIONS AT 1/4 "A1" WILL REMAIN OUTSIDE OF TAXIWAY OBJECT FREE AREA MEETING AIRPLANE DESIGN GROUP II CRITERIA.
 - AIRPORT LOCATED IN SECTIONS 21 AND 22, TOWNSHIP 1 NORTH, RANGE 70 WEST.
 - ALL LAT./LONG. COORDINATE INFORMATION IS WGS84. RUNWAY END COORDINATES DETERMINED WITH GEODETIC CALCULATOR BASED ON NGS MARKER (PID LL1137) DESCRIPTION. NO SITE SURVEY WAS PERFORMED.

PARCEL DATA							
TRACT NO.	OWNER	TYPE	ACRES	PROJECT #	RECORDING INFO	RECEPTION #	DATE
1	CITY OF BOULDER	FEE	29.43	FAAP-01	PART N1/2 OF S1/2 NW1/4 SECTION 22	626856	2-3-59
2	CITY OF BOULDER	FEE	3.1	N/A	PART SW1/4 OF SE1/4 SECTION 21	625808	6-13-60
4 PARCEL I	CITY OF BOULDER	FEE	8.5	ADP 5-08-0004-01	PART N1/2 OF S1/2 OF NW1/4 SECTION 21	214697	2-14-77
4 PARCEL II	CITY OF BOULDER	FEE	1.5	N/A	PART S1/2 OF S1/2 OF NW1/4 SECTION 21	214697	9-29-77
5 PARCEL I	CITY OF BOULDER	EASEMENT	8.2	FAAP-01	PART N1/2 OF SE1/4 OF NW1/4 SECTION 21	724045	4-16-63
6	CITY OF BOULDER	FEE	8.18	N/A	PART N1/2 OF S1/2 SECTION 21	625808	3-15-77
7A	CITY OF BOULDER	FEE	73.94	N/A	PART SW1/4 OF NE1/4 OF N1/2 OF SE1/4 SECTION 21		8-8-58
7B	CITY OF BOULDER	RELEASED	22	N/A	PART N 1/2 OF SE 1/4 SECTION 21	791028	7-18-90
7C	CITY OF BOULDER	RELEASED	9.7	N/A	PART N 1/2 OF SE 1/4 SECTION 21		10-25-90
7D	CITY OF BOULDER	RELEASED	2.4	N/A	PART N 1/2 OF SE 1/4 SECTION 21	1064282	
8	CITY OF BOULDER	FEE	36.2	N/A	PART N 1/2 OF SE 1/4 OF NE 1/4 SECTION 21		6-1-43
A	PART OF TRACT 5, PARCEL I AND TRACT 8 (OVERLAPPING BOUNDARY)						
11	CITY OF BOULDER	EASEMENT	1.86	N/A	PART SW1/4 OF NW1/4 SEC. 22 & SE1/4 OF NE1/4 SEC.21	1074089	11-2-89
12	CITY OF BOULDER	EASEMENT	0.97	N/A	PART SW1/4 OF NW1/4 SEC. 22 & SE1/4 OF NE1/4 SEC.21	1074089	9-13-91
13	CITY OF BOULDER	FEE	9.0	N/A	PART NW1/2 OF SE1/4 OF NW1/4 SECTION 21	1064282	10-25-90
14	CITY OF BOULDER	FEE	9.1	N/A	PART NW1/2 OF SE1/4 OF NW1/4 SECTION 21		
15A		EASEMENT	3.8		FUTURE ACQUISITION		
15B		EASEMENT	2.7		FUTURE ACQUISITION		
16	CITY OF BOULDER	RELEASE	6.2		FUTURE RELEASE TRACT 2 & PORTIONS OF TRACT 7A		

N/A - NOT APPLICABLE

SUMMARY			
TOTAL FEE	ACRES	TOTAL EASEMENT	ACRES
178.95		11.03	
FAA	47.61	FAA	2.83
CITY	131.45	CITY	8.2

PORTIONS OF SECTION 21 AND 22, T1N, R70W.

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	5288.0'	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 40°02'21"N LON. 105°13'35"W	SAME
MEAN MAX. TEMP. HOTTEST MONTH	87.5°F	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME

REVISIONS		
NO.	DESCRIPTION	DATE

LAYOUT PLAN LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	X	X
AIRPORT BUILDINGS	[Symbol]	[Symbol]
AIRFIELD PAVEMENT	[Symbol]	[Symbol]
PAVED ROADS	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE	[Symbol]	[Symbol]
RUNWAY SAFETY AREA	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA	[Symbol]	[Symbol]
FUEL STORAGE AREA	[Symbol]	[Symbol]
AIRPORT BEACON	[Symbol]	[Symbol]
LIGHTED WIND CONE	[Symbol]	[Symbol]
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	[Symbol]	[Symbol]
VISUAL APPROACH SLOPE INDICATOR (VASI)	[Symbol]	[Symbol]
THRESHOLD LIGHTS	[Symbol]	[Symbol]
HOLDLINES	[Symbol]	[Symbol]
TREES	[Symbol]	[Symbol]
NGS SURVEY MONUMENT	[Symbol]	[Symbol]

Graphic Scale in Feet: 0' 150' 300' 600' 900'

Boulder Municipal Airport
Airport Master Plan Update

Airport Property Map

Information on Appendix A:

The analysis and working papers that were developed during this process and helped to create the Airport Master Plan Update recommendations are referred to as Appendix A. The unabridged, 200+ page document can be viewed electronically via the Airport's web site at: <http://www.bouldercolorado.gov/airport> or by visiting the main Boulder Public Library, at 1000 Canyon Blvd, Boulder, Colorado 80302.

Appendix A was compiled through the combined efforts of city of Boulder staff, community working group members, the public, Boulder Municipal Airport users and the planning-consulting firm of Barnard Dunkelberg & Company (1743 Wazee Street, Suite 400, Denver, Colorado 80202).