

# GLENWOOD SPRINGS MUNICIPAL

Glenwood Springs Municipal Airport (GWS) is a general aviation (GA) airport in Western Colorado, located approximately three miles south of Glenwood Springs. The airport is owned and operated by the City of Glenwood Springs. The airport has a single asphalt runway (14/32) that is 3,305 feet long by 50 feet wide. The airport is primarily used for recreational flying, flight instruction, business activity, and aerial inspections. GWS serves as a GA gateway for pilots visiting Glenwood Canyon, Hanging Lake, and the Roaring Fork River Valley. Additionally, GWS has been a vital resource for the community as it has been used nearly every year since 2002 as a staging base for aerial/wildland firefighting operations.



## Airport Classification

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

Glenwood Springs Municipal Airport is one of 19 airports in Colorado classified as a GA-Local airport. GA-Local airports are classified as having on-site weather reporting and occasionally supporting IFR flight operations. GA-Local airports are the most common classification of airport and link smaller population centers to the national airport system. Airports in this role are primarily used by piston aircraft for personal and business purposes and frequently accommodate flight training, emergency medical services, and/or charter passenger services.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

## Frequent Airport Activities



Recreational Visitors

Corporate/Business  
Activities

Search and Rescue



Environmental Patrol

Aerial Photography/  
Surveys

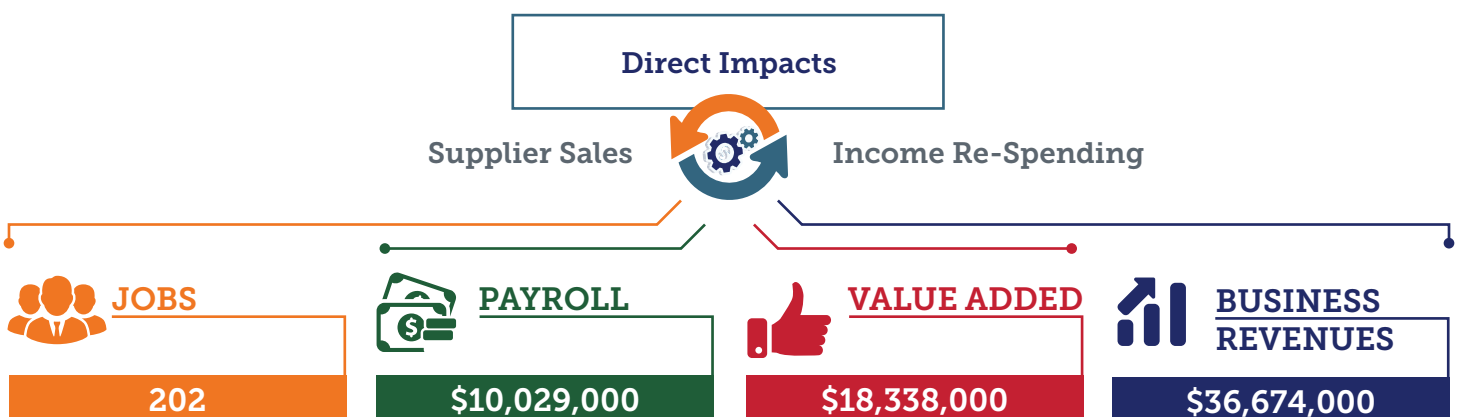
## Glenwood Springs Municipal Features

	Associated City/County	Glenwood Springs/ Garfield
	Associated OEDIT Region	11 - Northwest Colorado Region
	FAA GA ASSET Classification	Non-NPIAS
	Annual Operations (2018)	22,020
	Number of Based Aircraft (2018)	69
	Runway(s)	1
	Air Traffic Control Tower	No

# GWS

## Economic Impacts of GWS

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Glenwood Springs Municipal is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for GWS are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of GWS and all other Colorado airports.





## Airport Needs and Recommendations

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

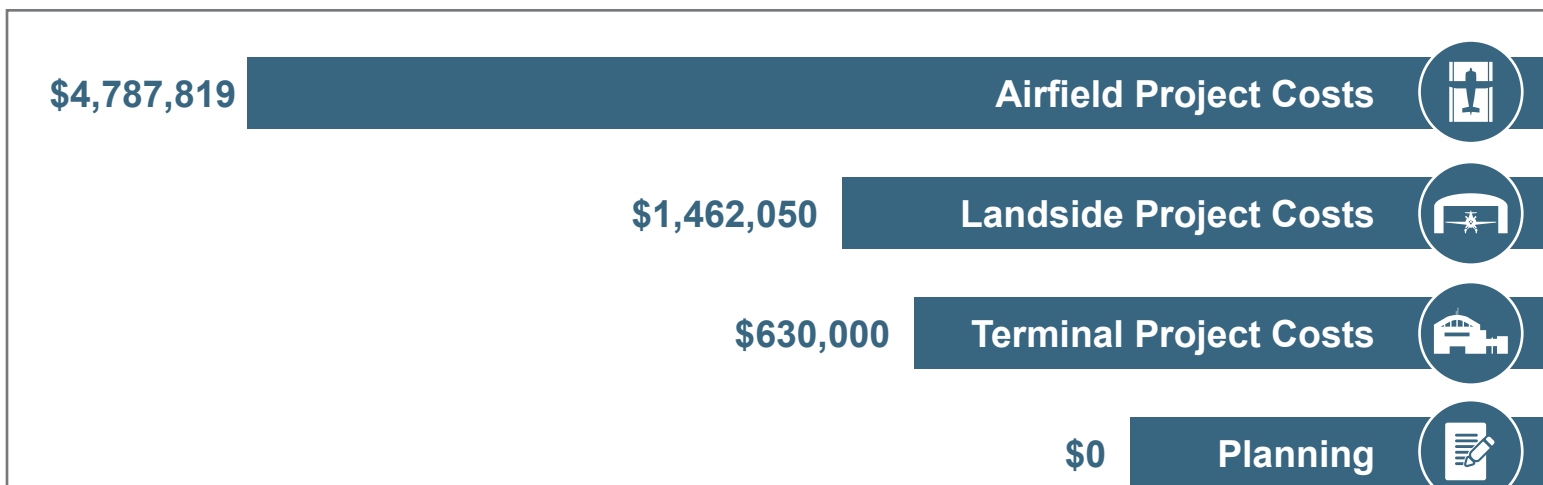
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations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



### Did You Know?

Each August, GWS hosts an Aviation Expo that highlights the value of all aspects of aviation and the airport. The Expo is free to the public and several businesses, flight schools, and aviation organizations set up booths and static aircraft displays. Additionally, local pilots donate their time, fuel, and aircraft to give flights to Expo attendees. Money raised during the event supports the "Friends of GWS" scholarship fund, which provides tuition assistance for local graduates pursuing a career in aviation.

## Airport Project Costs by Type



## Airport Report Card

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

Objective Category	GA-Local Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	B-II	B-II				Yes
Runway Length	Accommodate 100% of small aircraft adjusted for elevation and mean maximum daily temp during hottest month	3,305 feet (7,200 feet)				No
Runway Width	75 feet	50 feet				No
Runway Strength	30,000 pounds	15,000 lbs SW				No
Taxiway	Partial parallel	Full parallel				Yes
Runway Markings	Non-precision	Visual				No
Lighting/NAVAIDS						
Approach	Non-precision	Visual				No
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	VGSIs, wind cone				No
Runway Lighting	MIRL	None				No
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	Automated UNICOM				Yes
Airport Facilities						
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	None				No
Apron Tie-Downs	Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	50% of based aircraft fleet plus 25% transient aircraft fleet:	35	Total tie-down spaces:	30	No
Hangars	Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage	50% of based aircraft fleet:	35	Number of based aircraft hangar spaces:	64	No
		25% of transient aircraft fleet:	1	Number of transient aircraft hangar spaces:	0	
Dedicated Maintenance/SRE Storage Building	Yes	No				No
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	AOA 3-wire fencing with appropriate signage	AOA 3-wire fencing with appropriate signage				Yes
Services/Other						
Jet A Fuel	24/7 (Self-Serve or Call Out)	24/7 (Self-Serve or Call Out)				Yes
AvGas Fuel	24/7 (Self-Serve or Call-Out)	24/7 (Self-Serve or Call Out)				Yes
Aircraft De-icing	Based on community need	None				Based on community need
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Based on community need	No				Based on community need
Minimums for All Airports						
Restroom (24-hr accessible)✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✗

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