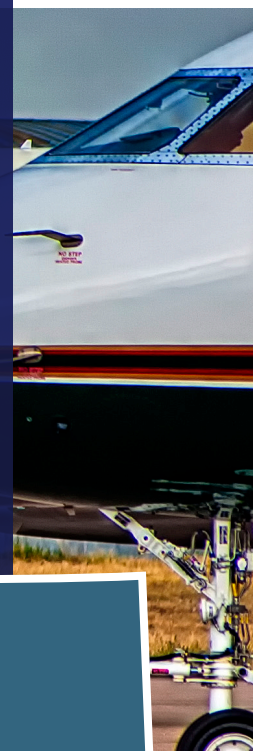


GUNNISON-CRESTED BUTTE REGIONAL

Gunnison-Crested Butte Regional Airport (GUC) is a publicly-owned commercial service airport in south central Colorado, located less than a mile south of Gunnison's central business district. The airport is the commercial service gateway to Crested Butte, the Black Canyon of the Gunnison National Park, and Monarch Ski Area. GUC is served by two airlines that provide nonstop flights to three destinations around the country. GUC has one asphalt runway (6/24) that is 9,400 feet long by 150 feet wide and one turf runway that is 3,000 feet long by 150 feet wide. Other activities at GUC include aerial inspections, environmental patrol, high altitude testing, and military training. Additionally, GUC supports aerial/wildland firefighting and emergency medical evacuations, making the airport a vital resource for the surrounding community.



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.

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



Commercial Service



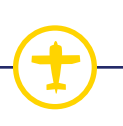
GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors

Corporate/Business
Activities

Aerial Inspections



Military Activities

Emergency Medical
Evacuations

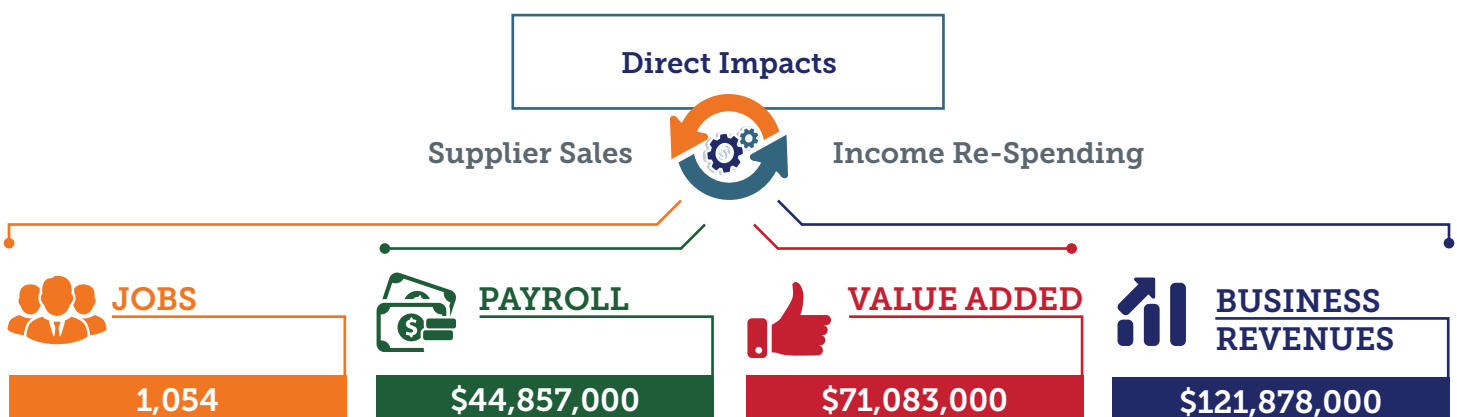
Gunnison-Crested Butte Regional Features

| | | |
|--|---------------------------------|-----------------------------------|
| | Associated City/County | Gunnison/Gunnison |
| | Associated OEDIT Region | 10 - Central Western Slope Region |
| | Annual Enplanements (2018) | 36,480 |
| | Annual Operations (2018) | 6,929 |
| | Number of Based Aircraft (2018) | 31 |
| | Runway(s) | 2 |
| | Air Traffic Control Tower | No |

GUC

Economic Impacts of GUC

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Gunnison-Crested Butte Regional is one of 14 commercial service airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for GUC are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of GUC 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.

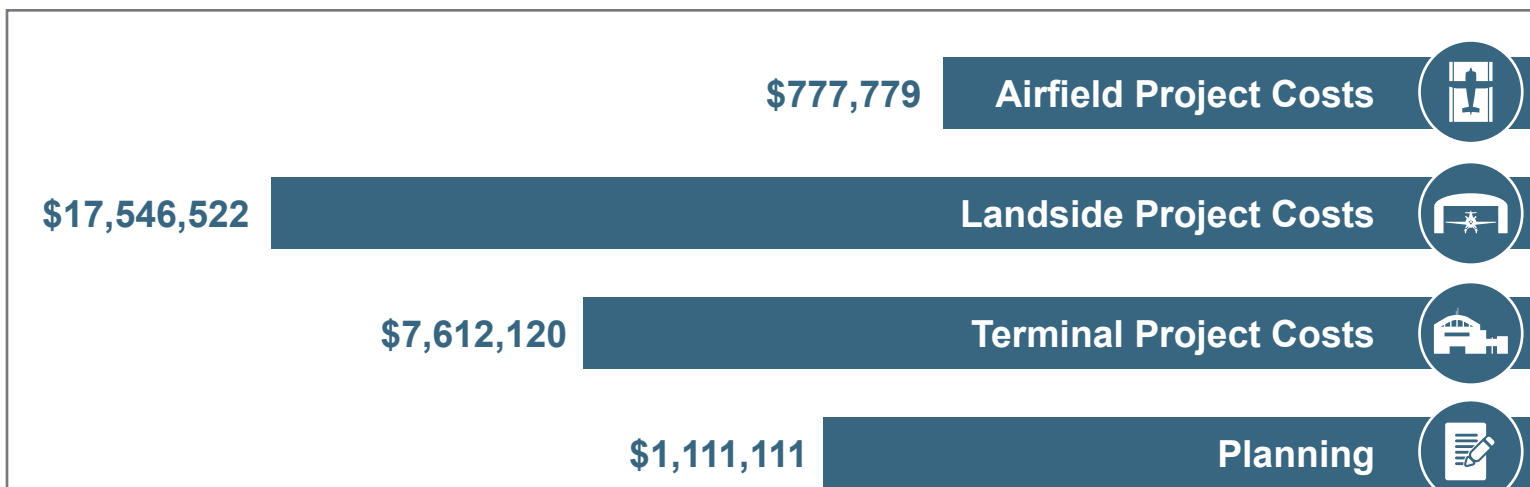
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations 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 Gunnison-Crested Butte Regional 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?

In September 2014, the ski resort town of Crested Butte hosted the Bud Light "Whatever, USA" event on the town's main street. The event was part of a marketing campaign and brought more than 1,000 visitors and \$2 million in economic activity to the town. GUC was instrumental to success, as Anheuser-Busch chartered five commercial aircraft to fly attendees from around the country to the event.

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 Gunnison-Crested Butte Regional. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

| Objective Category | Commercial Service Objective | Current Condition | | | | | Meets 2020 Objective? |
|--|---|--|--------------|---|---------------|----|-----------------------|
| Airfield | | | | | | | |
| ARC | C-III/C-II | C-IV | | | | | Yes |
| Runway Length | Align with Master Plan | 9,400 feet (9,400 feet) | | | | | Yes |
| Runway Width | 150 feet/100 feet | 150 feet | | | | | Yes |
| Runway Strength | 60,000 pounds | 75,000 lbs SW; 160,000 lbs DW; 250,000 2D | | | | | Yes |
| Taxiway | Full parallel | Full parallel | | | | | Yes |
| Runway Markings | Precision | Precision | | | | | Yes |
| Lighting/NAVAIDS | | | | | | | |
| Approach | Precision | Precision | | | | | Yes |
| Visual Aids | ALS, rotating beacon, lighted wind cone, REILs, VGSIs | MALSF, rotating beacon, lighted wind cone, REILs, VGSIs | | | | | Yes |
| Runway Lighting | HIRL or MIRL | HIRL | | | | | Yes |
| Weather Reporting | On-site ASOS or AWOS | AWOS-3PT | | | | | Yes |
| Airport Facilities | | | | | | | |
| Terminal (CS and/or GA) | Acceptable ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations | Minimum required terminal square footage: | 54,000 sq ft | Terminal building square footage: | 34, 800 sq ft | No | |
| Apron Tie-Downs | Tie-downs for 20% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season | 20% of based aircraft fleet plus 50% transient aircraft fleet: | 27 | Total tie-down spaces: | 25 | No | |
| Hangars | Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage | 80% of based aircraft fleet: | 25 | Number of based aircraft hangar spaces: | 10 | No | |
| | | 50% of transient aircraft fleet: | 20 | Number of transient aircraft hangar spaces: | 0 | | |
| Dedicated Maintenance/SRE Storage Building | Yes | Yes | | | | | Yes |
| Electric Vehicle Charging Stations | Yes | No | | | | | No |
| Perimeter Security | Full perimeter fencing with security gates and appropriate signage | Full perimeter fencing with security gates and appropriate signage | | | | | Yes |
| Services/Other | | | | | | | |
| Jet A Fuel | Full service | Full service | | | | | Yes |
| AvGas Fuel | Full service | Full service | | | | | Yes |
| Aircraft De-icing | De-icing facilities including fluid collection | None | | | | | No |
| Courtesy Car | Yes | Yes | | | | | Yes |
| Sustainability Plan | Yes | No | | | | | No |
| Minimums for All Airports | | | | | | | |
| Restroom (24-hr accessible) ✓ | Cell Phone Service ✓ | Airport Layout Plan (ALP) ✓ | | | | | Wi-Fi Service ✓ |

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