

Central Colorado Regional Airport (AEJ) Master Plan

Board of Trustees

March 28, 2017



MASTER PLAN ELEMENTS

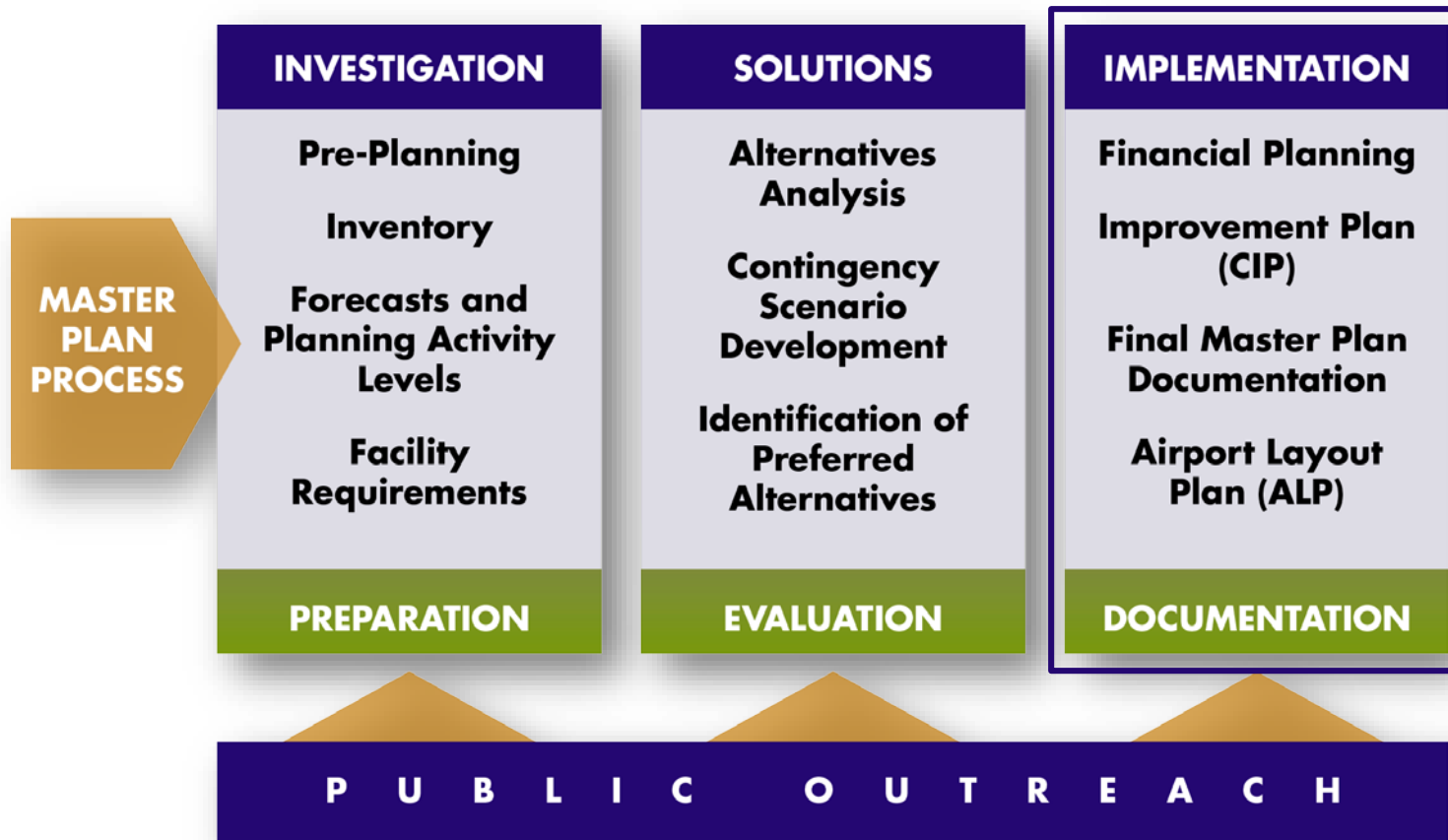
The Master Plan is a **20-year plan** to understand the needs of current and future users of the Airport. This is important to ensure that **safe and orderly development** of the Airport occurs in a manner that is **reflective of community values and goals**. This plan is developed through a **purposeful, inclusive, and educational process**.



Key Features

- Planning is not prejudicial or constrained – *no predetermined outcomes*
- Plan must be based on current conditions, community input, FAA design standards, and forecasts

Master Plan Process



Public Outreach

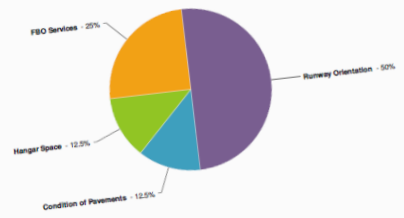
Airport Master Plan Open House

*Buena Vista Community Center
March 9, 2015*



Runway Length	0	0	0	0	0	0	0	0	1	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	12.5%
Condition of Pavements	0	0	0	0	0	1	0	3	1	1	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	37.5%	12.5%
Instrument Approaches	0	0	0	0	0	3	0	0	4	0	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%	0.0%	50.0%	0.0%
Visual Aids	0	0	0	0	0	0	0	0	4	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	37.5%
Navigational Aids	0	0	0	1	0	1	0	0	2	2	0.0%	0.0%	0.0%	14.3%	0.0%	14.3%	0.0%	0.0%	28.6%
Hangar Space	3	0	0	1	2	1	0	0	1	1	42.9%	0.0%	0.0%	14.3%	28.6%	14.3%	0.0%	0.0%	14.3%
Hangar/Pad Lease Rates	0	1	0	0	2	0	0	0	1	0	0.0%	20.0%	0.0%	0.0%	40.0%	0.0%	0.0%	20.0%	0.0%
FBO Services	0	0	0	0	1	0	2	1	1	1	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	28.6%	14.3%	14.3%
Unicom Services	0	0	0	0	1	0	1	1	1	1	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	14.3%	14.3%	42.9%
Apron Space	0	0	0	2	1	1	0	3	1	0	0.0%	0.0%	0.0%	25.0%	12.5%	12.5%	0.0%	37.5%	12.5%

12. Please select one of the categories from question 11 that you believe should get the highest priority.



Runway Orientation	50.0%	4
Runway Length	0.0%	0
Condition of Pavements	12.5%	1
Instrument Approaches	0.0%	0



Join Us
FOR THE
CENTRAL COLORADO REGIONAL AIRPORT MASTER PLAN
OPEN HOUSE

FEBRUARY 21ST
7:00PM

COMMUNITY CENTER
1ST
81211
ROOM

AIRPORT MASTER PLAN



Welcome

Welcome to the official Central Colorado Regional Airport (AE) Master Plan project information web portal. The airport is updating its Airport Master Plan, which will study the facility needs to meet projected aeronautical demand for the next 20 years.

The master plan process is a collaborative effort involving the town of Buena Vista, the Airport Advisory Board and staff, Chaffee County, CDOT Division of Aeronautics, Federal Aviation Administration, other state and federal government organizations, and of course the users of the airport and community at large. This planning effort is necessary to ensure that the airport has a solid plan to grow to meet the vision and aeronautical needs of the region.

This website has been prepared as just one element of an extensive community outreach program so that airport users and the public can find useful information and have a forum to submit comments or suggestions regarding the future of the Central Colorado Regional Airport. By following the links, you will have access to study reports, airport layout plans, project schedule, and important news and meeting dates. We welcome your comments on the [comments](#) page.

We look forward to an engaging dialog with you throughout the planning process!

MASTER PLAN PROCESS

INVESTIGATION	SOLUTIONS	IMPLEMENTATION
Pre-Planning Inventory	Alternatives Analysis	Financial Planning
Forecasts and Planning Activity Levels	Contingency Scenario Development	Improvement Plan (CIP)
Facility Requirements	Identification of Preferred Alternatives	Final Master Plan Documentation
PREPARATION	EVALUATION	DOCUMENTATION

PUBLIC OUTREACH

Overview of the AE3 Master Plan process. Source: JVIATION, Inc.

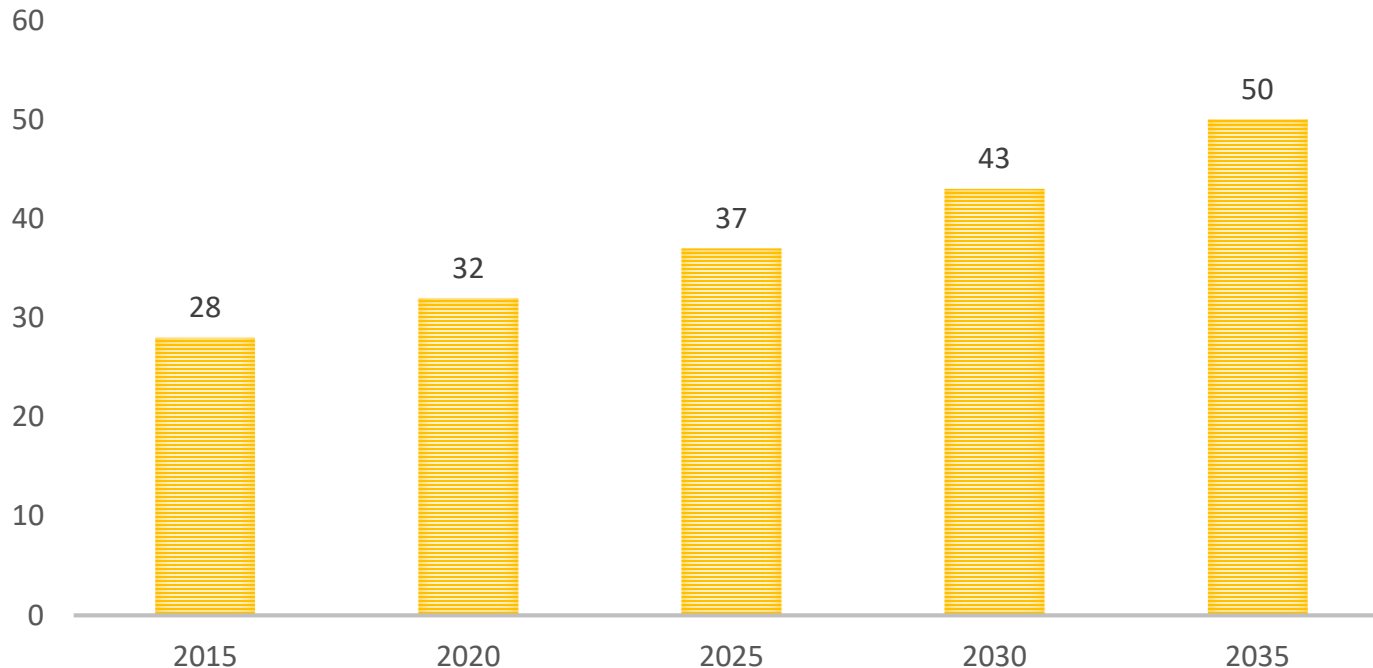




Forecast & Facility Requirements

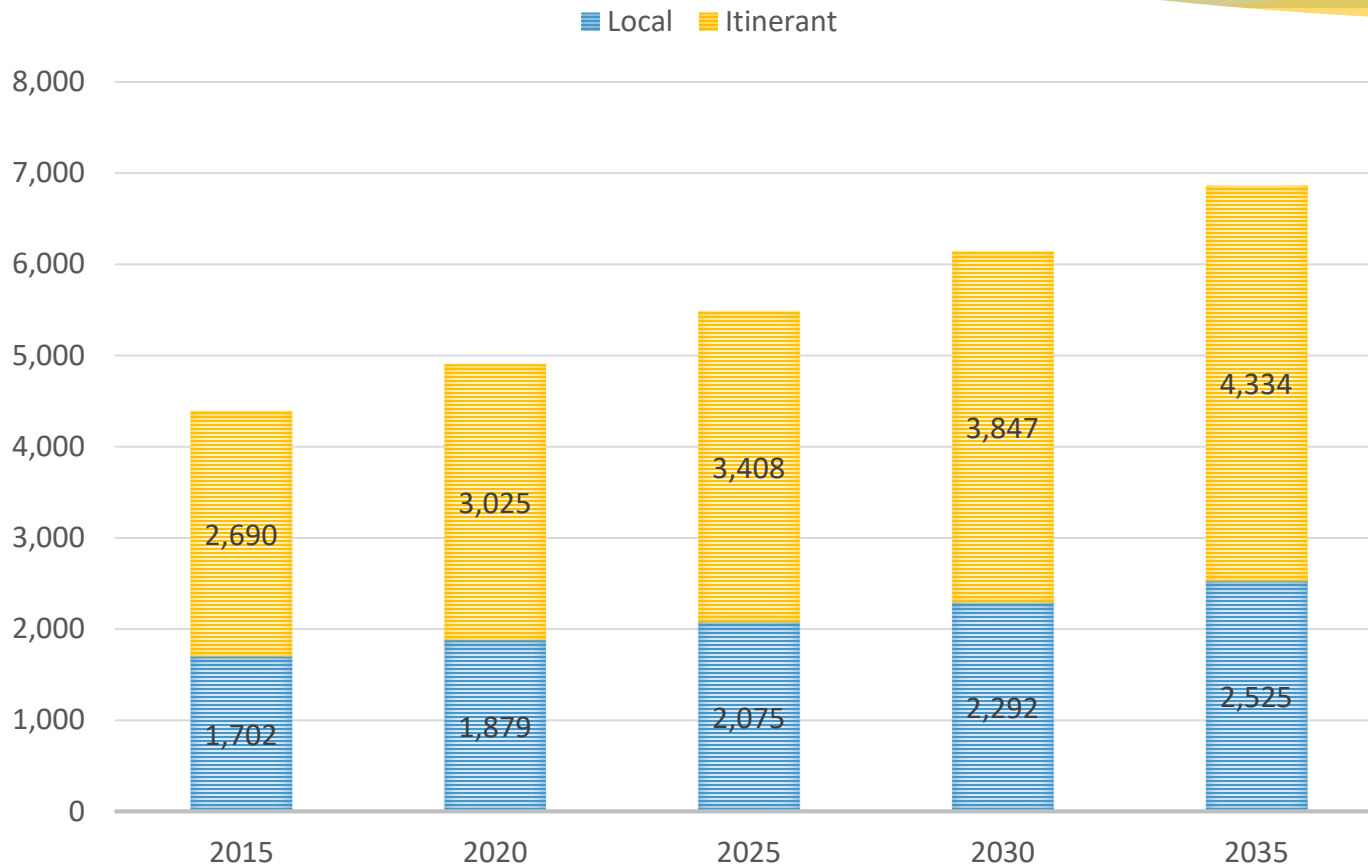
Based Aircraft Forecast

BASED AIRCRAFT



- Growing at ~3% annually
- 28 aircraft in 2015 to 50 in 2035
- Some growth attributed to immigration of aircraft owners

Operations Forecast

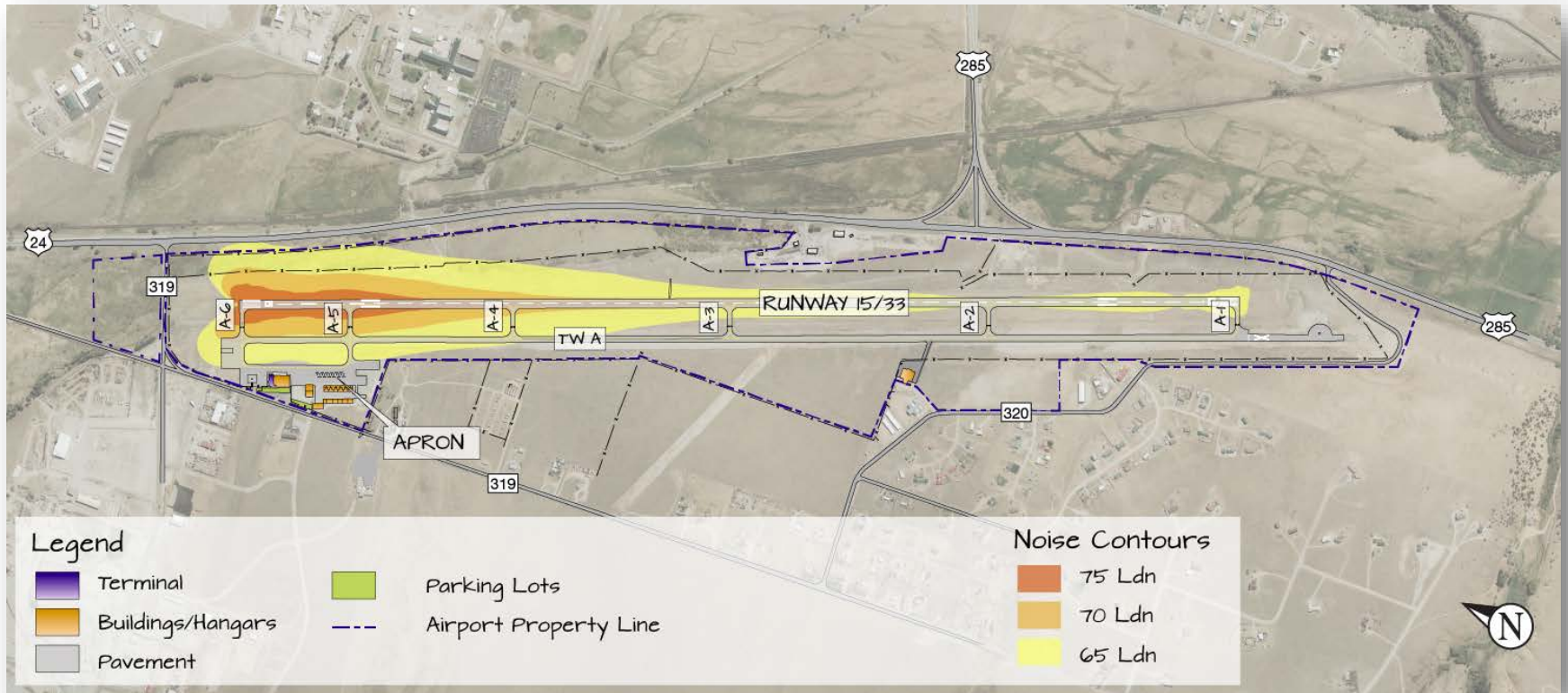


- Operations growing at ~2.3% annually
- Itinerant activity increasing at a faster rate than local

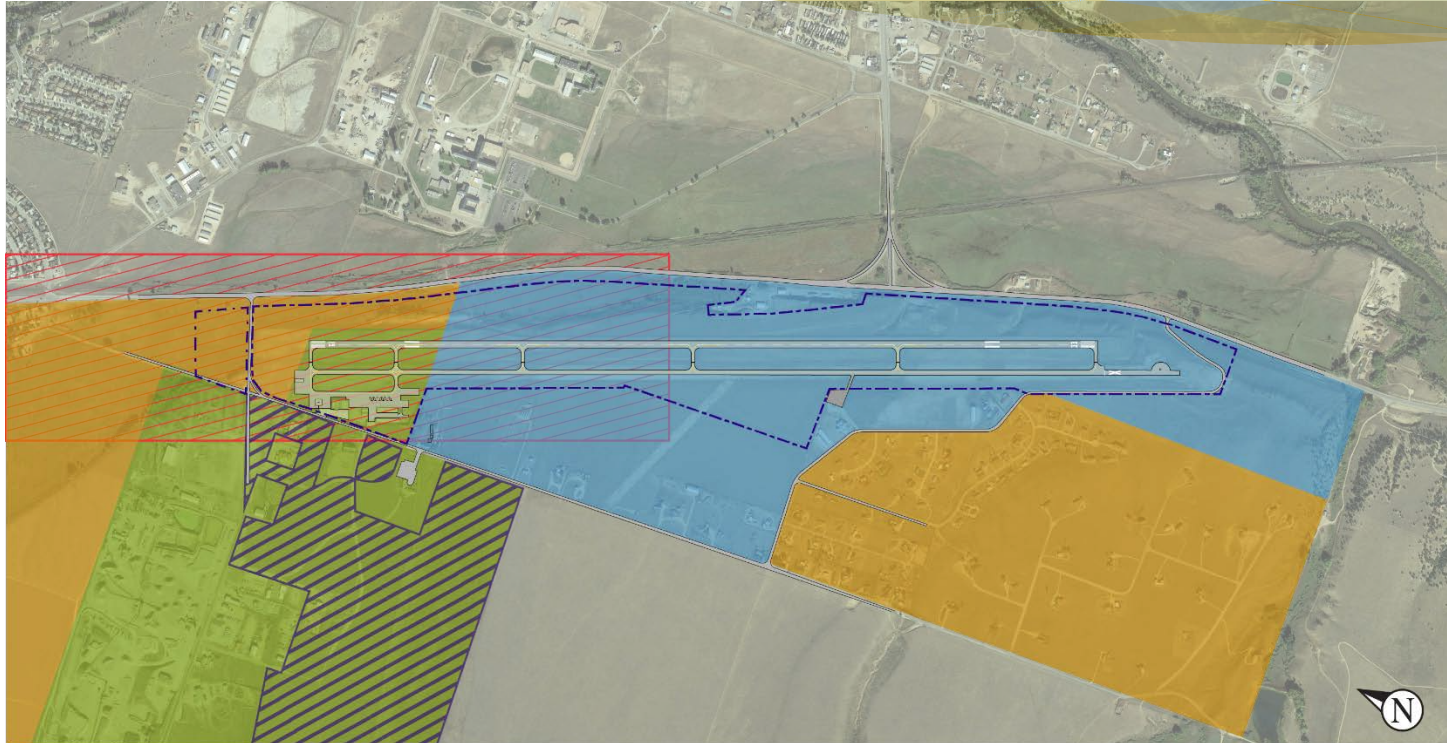


- **Local Operations** – occur in the local traffic pattern or within sight of airport
- **Itinerant Operations** – all aircraft operations other than local (i.e. Denver to Central Colorado Regional Airport)

Noise Contours



Airport Protection Overlay District



Buena Vista Zoning

-  I-1 Industrial
-  Airport Protection Overlay District
-  PUD Planned Unit Development
-  Airport Boundary

Chaffee County Zoning

-  IND Industrial
-  RES Residential

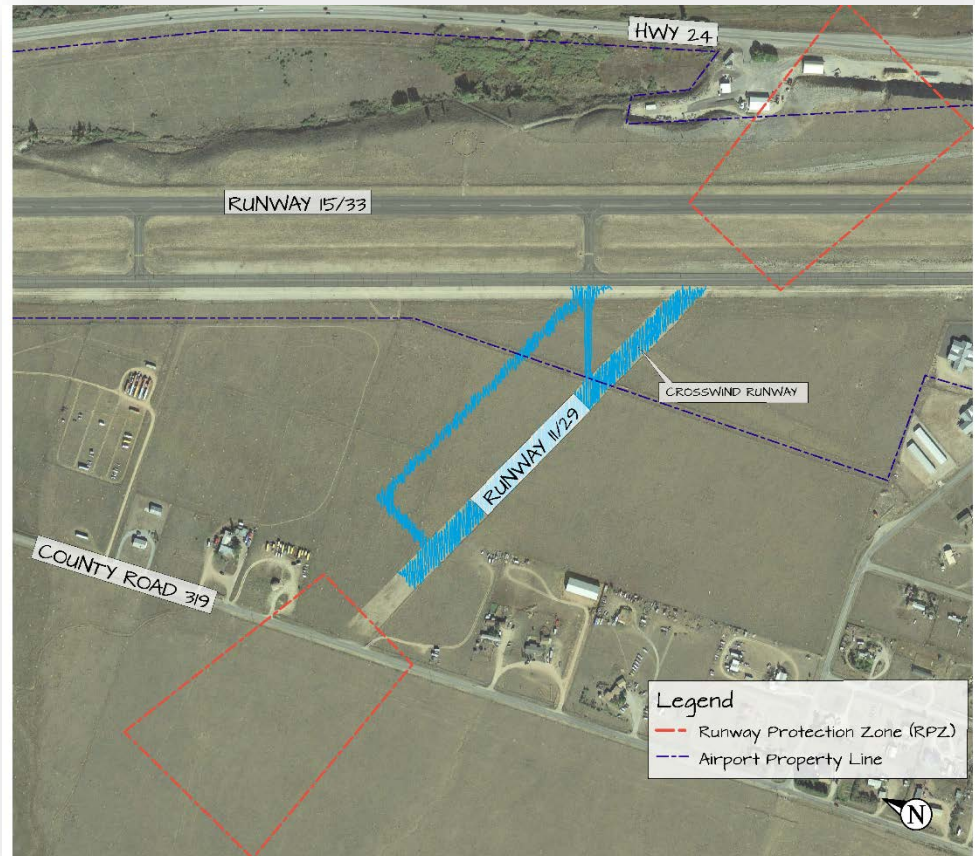
Critical Aircraft and Runway Design Code (RDC)

- Most demanding aircraft or family of aircraft that account for at least 500 annual operations.
- Currently: Cessna Citation CJ2
 - Aircraft Approach Category (AAC) – B
 - Airplane Design Group (ADG) – II
- Future: *Maintain the current RDC of B-II*



Crosswind Runway

The primary challenge associated with constructing a crosswind runway at AEJ is the project cost ***without federal funding***. The FAA has stated that approval for modification of standards to allow the Runway Protection Zone (RPZ) to encompass portions of CR 319 and US-24 is unlikely. Therefore, *it is recommended that the crosswind runway not be included within the planning period or ultimately.*



Facility Requirements Summary

FACILITY	IDENTIFIED REQUIREMENT
Taxiway/Taxilane System	Remove direct access from apron to runway; correct non-standard taxilane safety and object free areas; correct non-standard fillets; routine maintenance
Airfield Lighting and Signage	Install MITL system; install REILS on both runway ends; replace/upgrade MIRL system
Navigation Aids/Instrument Approach	MALSF installation on Runway 33
Obstruction Removal	Relocate fence
General Aviation/Transient Apron	Provide additional transient apron space; reconfigure tie-downs (add additional pavement)
Aircraft Hangar Storage	Expand aircraft hangar storage capacity as needed; acquire through-the-fence property
Landside Requirements	Reconfigure and expand existing parking lot Improve auto entrance/circulation access
Snow Removal Equipment / Airport Equipment	Replacement of plow trucks and dump truck with plow; acquire tractor/mower; acquire sweeper attachment
Snow Removal Equipment Building	Construct or acquire building for dedicated equipment storage



MITL – Medium Intensity Taxiway Lights
 REILS – Runway End Identifier Lights
 MIRL – Medium Intensity Runway Lights
 MALSF – Medium Intensity Approach Lighting System with Sequenced Flashers





Preferred Alternatives

Evaluation Criteria for All Alternatives

Operational

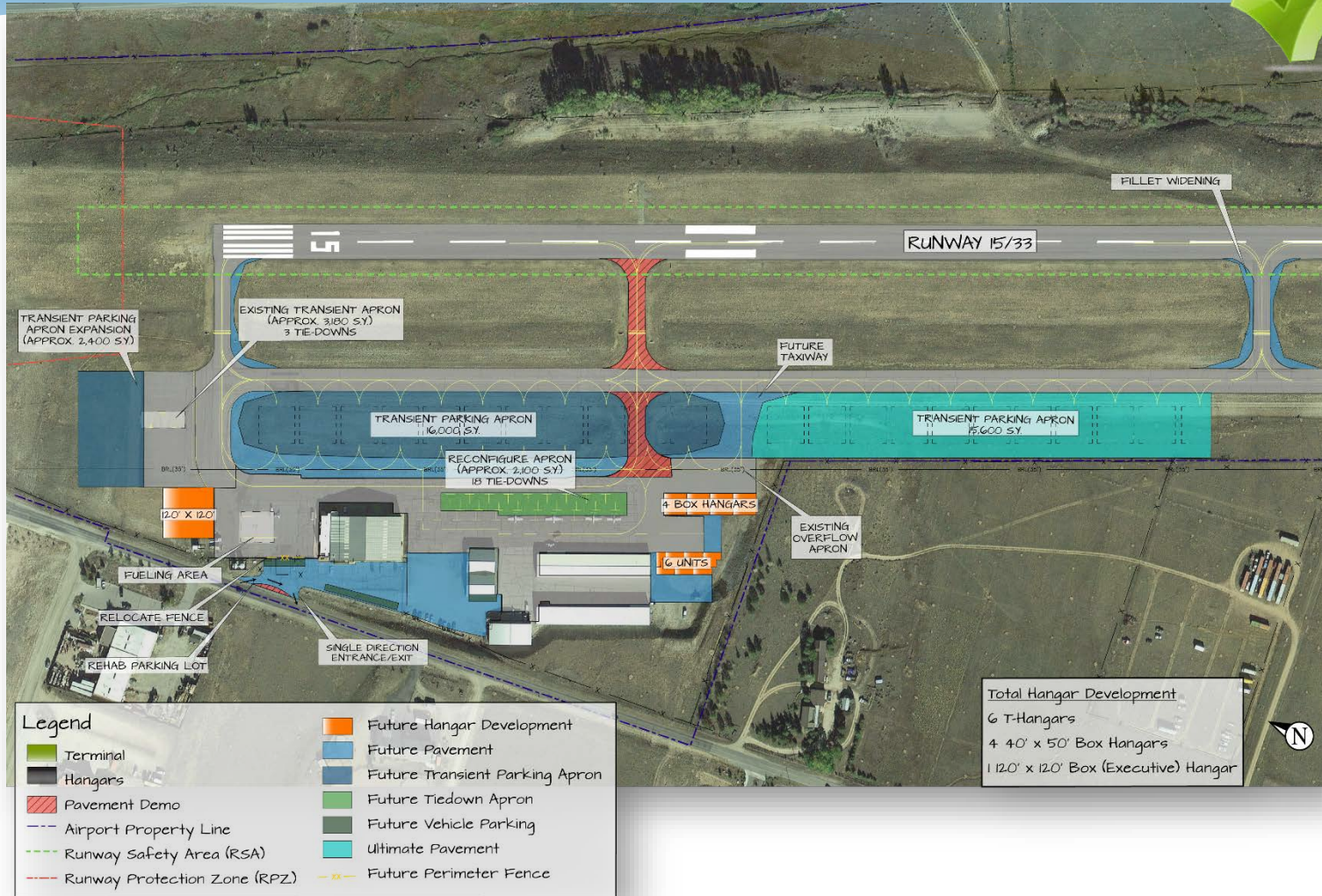
Economic

Environmental

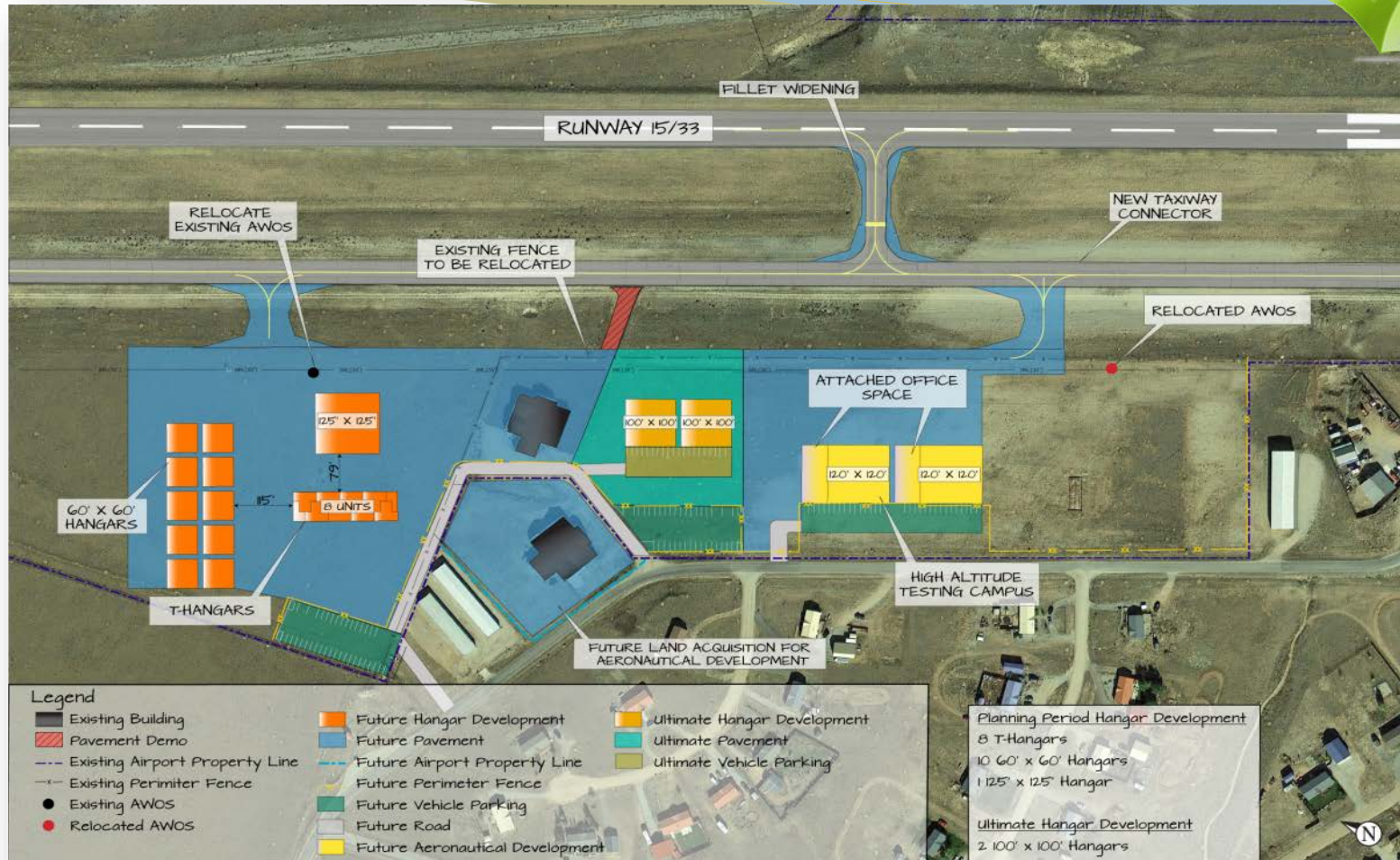
Feasibility

Compatibility

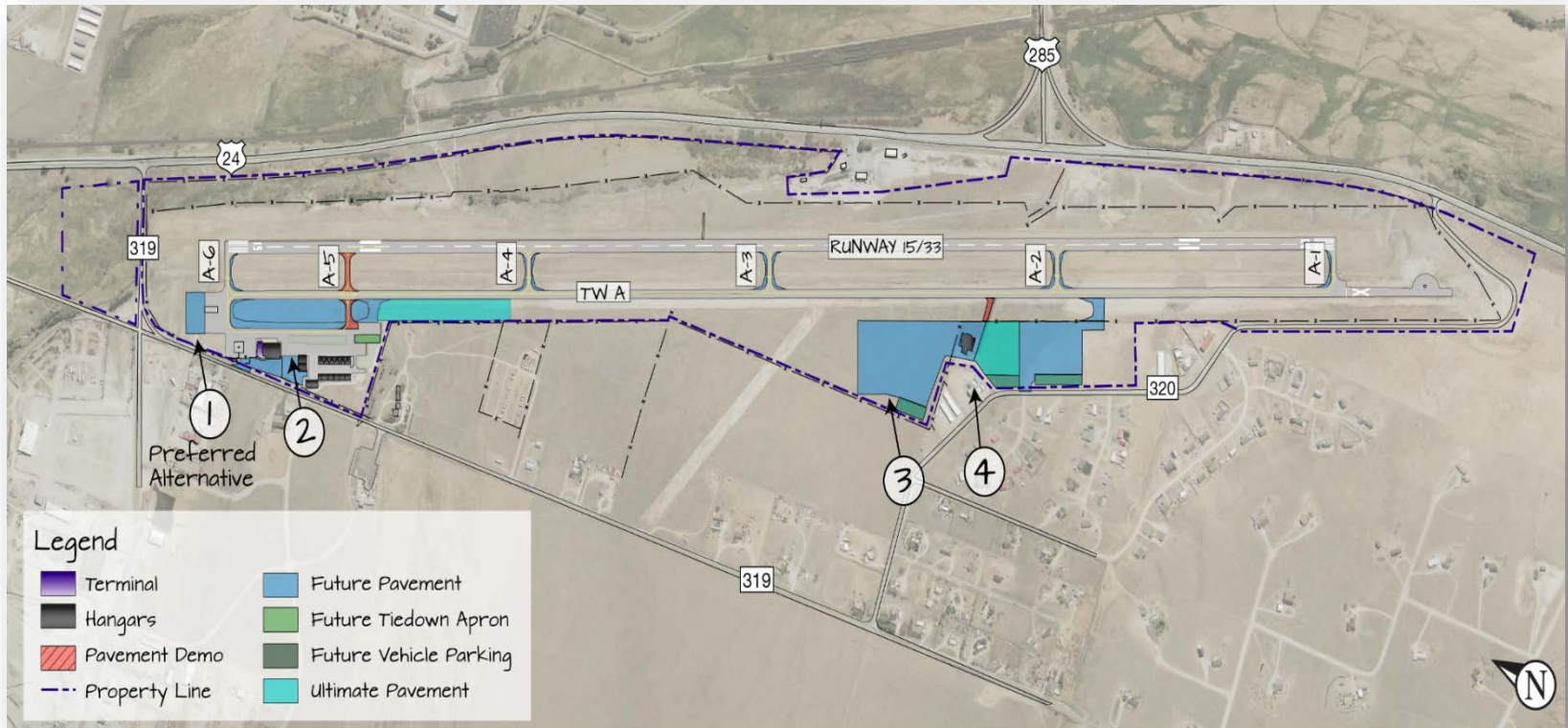
North Development Area – Preferred Alternative



South Development Area – Preferred Alternative



Snow Removal Equipment Building – Preferred Alternative



Land Acquisition

- **Proposed:**
 - **Grindle Property** – proposed to be acquired within the 20-year planning period
 - **Southard Property** – proposed to be acquired beyond the 20-year planning period
- **Acquired (2015):**
 - **Carpenter Property**





Funding & Implementation

Funding Sources



FAA Grants – typically provide 90% of the total cost of an *eligible* capital project

State Aviation Fuel Tax distributed to AEJ:

Fiscal Year	Amount
2016	\$1,557.12
2015	\$1,816.41
2014	\$2,677.58
2013	\$2,134.73
2012	\$2,208.01
2011	\$2,784.06

Source: CDOT, Division of Aeronautics

Recommended Improvement Plan

2015 - 2020

Land Acquisition
General Aviation Apron Crack Seal

SRE Building



2020 - 2025

North Development Alternative 2
Taxiway Fillets & Remove Direct Access to
Runway
Upgrade SRE & Other Equipment

Airfield Lighting
Airport Access & Parking
South GA Development Alternative 2
Runway 15/33 & Taxiway A Rehabilitation



2025 - 2035

MALSF

Continued South GA Development Alternative 2

Project Funding

Phase I (2016-2020) Phase II (2021-2025)

Phase I

CIP ID	Project	Primary Funding Source	Estimated Capital Costs	Federal	State	Local	Other/Private
A	Acquire Grindle Property	Local	\$200,000	\$0	\$0	\$200,000	\$0
B	Acquire Jones Hangar	Local	\$18,000	\$0	\$0	\$18,000	\$0
C	Hangar Development	Other	\$500,000	\$0	\$0	\$0	\$500,000
D	Fog Seal/Crack Repair (Apron)	State	\$20,000	\$0	\$9,000	\$11,000	\$0
E	Construct SRE Storage Building	FAA	\$553,718	\$498,346	\$27,685	\$27,687	\$0
Phase 1 Program Totals			\$1,291,718	\$498,346	\$36,685	\$256,687	\$500,000

Phase II

- The Airport's Capital Improvement Plan (CIP) is updated annually
- The FAA funding will be reauthorized in 2017 and funding levels may change

CIP ID	Project	Primary Funding Source	Estimated Capital Costs	Federal	State	Local	Other/Private
F	Acquire Mower Attachment	Local	\$69,000	\$0	\$0	\$69,000	\$0
G	Rehab RW 15/33 & Existing Apron (Design)	FAA	\$586,500	\$527,850	\$29,325	\$29,325	\$0
H	Rehab RW 15/33 & Existing Apron (Construct); Fog Seal /Crack Repair (TW A)	FAA	\$7,553,573	\$6,798,216	\$150,000	\$605,357	\$0
I	Acquire Sweeper Attachment	Local	\$72,600	\$0	\$0	\$72,600	\$0
J	Design & Construct New Hangar Development on Existing Apron	Other	\$2,557,909	\$0	\$0	\$0	\$2,557,909
K	Construct & Reconfigure Auto Parking	Local	\$989,100	\$0	\$0	\$988,100	\$0
Phase II Program Totals			\$11,827,682	\$7,326,066	\$179,325	\$1,764,382	\$2,557,909

Project Funding

Phase III (2026-2035)

CIP ID	Project	Primary Funding Source	Estimated Capital Costs	Federal	State	Local	Other/Private
L	Acquire Plow Truck	Local	\$234,000	\$0	\$0	\$234,000	\$0
M	Fog Seal / Crack Repair (Airfield Pavements)	State	\$465,500	\$0	\$418,950	\$46,550	\$0
N	TW Rehab Design (mill & overlay; MITLs; Fillets; TW relocation)	FAA	\$517,004	\$465,304	\$25,850	\$25,850	\$0
O	Airport Master Plan	FAA	\$408,000	\$367,200	\$20,400	\$20,400	\$0
P	TW Rehab Construct (mill & overlay; MITLs; Fillets; TW relocation)	FAA	\$8,586,294	\$7,727,665	\$429,314	\$429,315	\$0
Q	Acquire Plow Truck	Local	\$250,200	\$0	\$0	\$250,200	\$0
R	Design & Construct New South GA Development Area- Phase I	Other	\$18,675,386	\$0	\$0	\$0	\$18,675,386
S	Fog Seal / Crack Repair (Airfield Pavements)	State	\$518,000	\$0	\$466,200	\$51,800	\$0
T	Design & Construct New North Apron	FAA	\$650,236	\$585,212	\$32,511	\$32,513	\$0
U	Design & Construct New South GA Development Area - Phase 2	Other	\$20,253,587	\$0	\$0	\$0	\$20,253,587
V	Design & Construct New MALSF	FAA	\$2,337,720	\$2,103,948	\$116,886	\$116,886	\$0
W	Pave over island in existing apron for jet aircraft	FAA	\$8,467,967	\$7,621,170	\$423,398	\$423,399	\$0
X	Acquire Southard Property	Other	\$2,388,540	\$0	\$0	\$0	\$2,388,540
Y	Fog Seal / Crack Repair (TW A)	State	\$64,680	\$0	\$58,212	\$6,468	\$0
Z	Acquire Avigation Easement on Parcel 10	FAA	\$15,400	\$13,860	\$770	\$770	\$0
AA	Acquire Parcel 11 (Pelino Property)	FAA	\$161,700	\$145,530	\$8,085	\$8,085	\$0
Phase III Program Totals			\$63,294,714	\$19,029,889	\$1,581,626	\$1,365,686	\$41,314,513



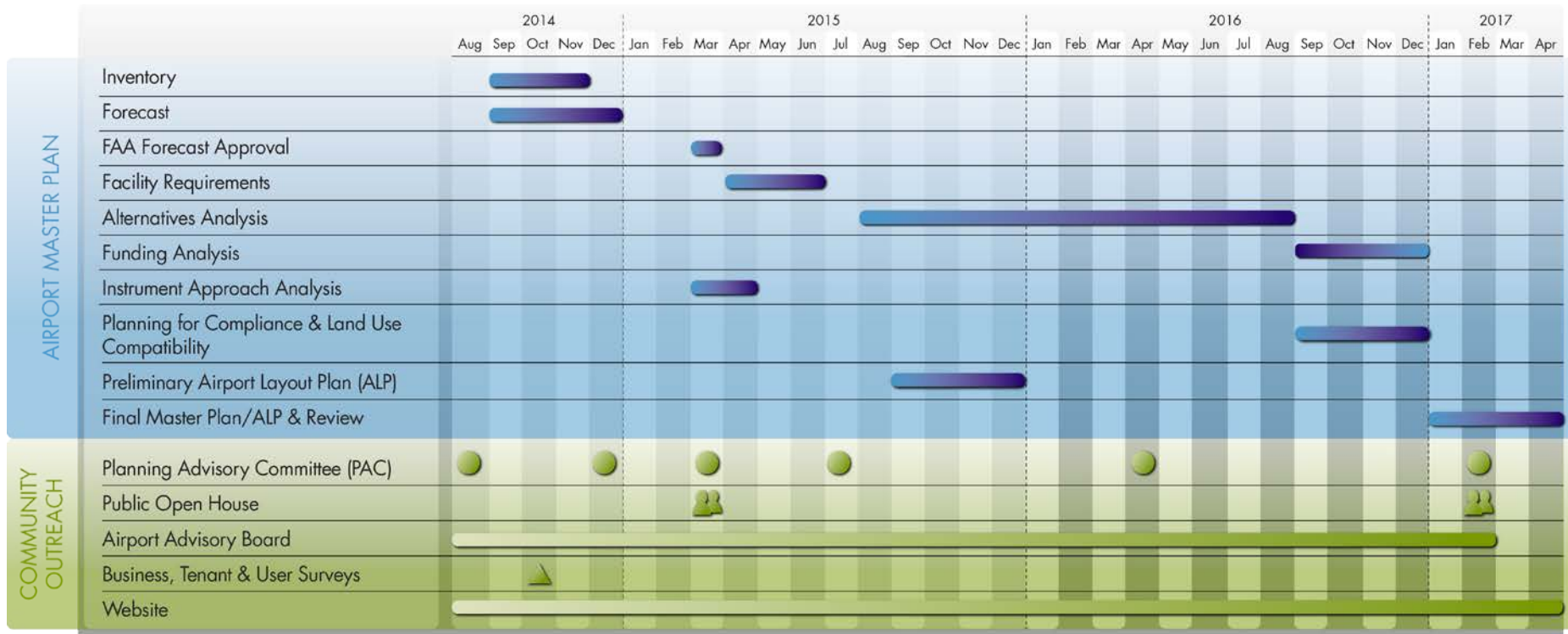


Next Steps

General Recommendations

- Update Airport Business Plan to address Airport rates and charges
- Evaluate on a regular basis necessary adjustments to Marketing Plan efforts
- Refine Airport Minimum Standards to include specific and consistent criteria
- Update Airport Rules and Regulations
- Ensure that noise-sensitive land uses are not allowed to develop adjacent or any closer to AEJ than presently exist

Master Plan Timeline



Next Steps

- Completion of FAA Air Space review
- Submittal of Airport Layout Plan to FAA for review and signature



Thank you!

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