

# Central Colorado Regional Airport (AEJ) Master Plan

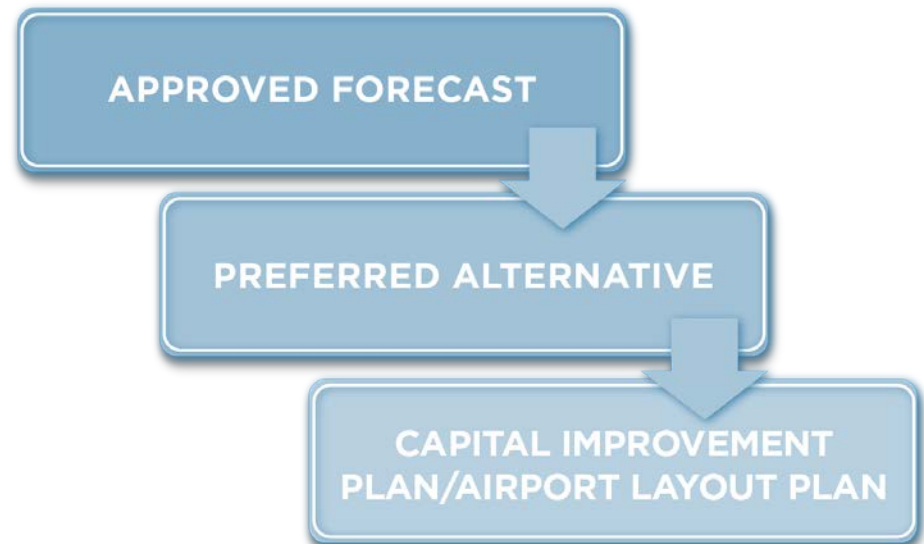
Open House

February 21, 2017



# MASTER PLAN ELEMENTS

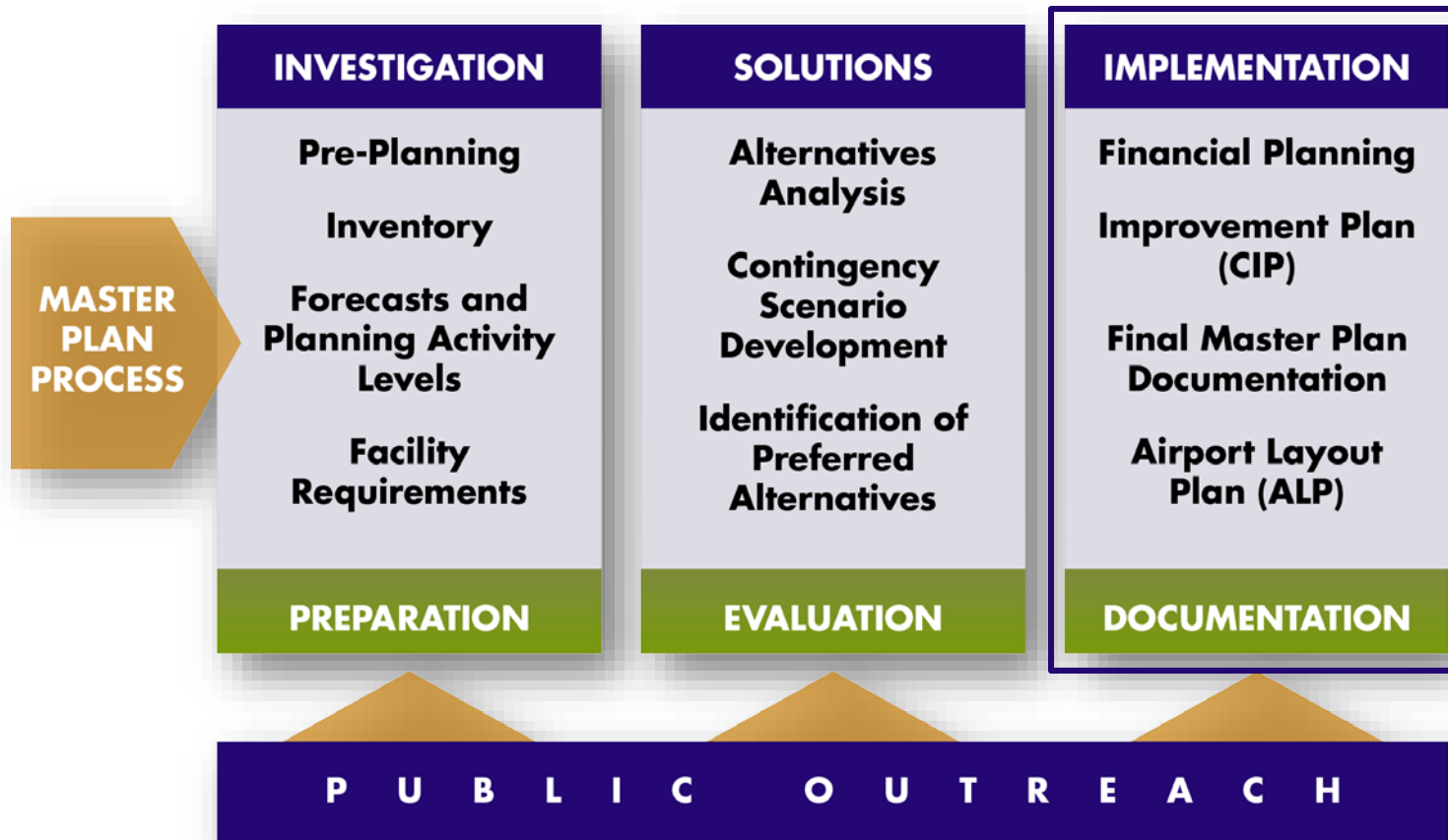
The Master Plan is a **20-year plan** to understand the needs of current and future users of the Airport. This is important to ensure that **safe and orderly development** of the Airport occurs in a manner that is **reflective of community values and goals**. This plan is developed through a **purposeful,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



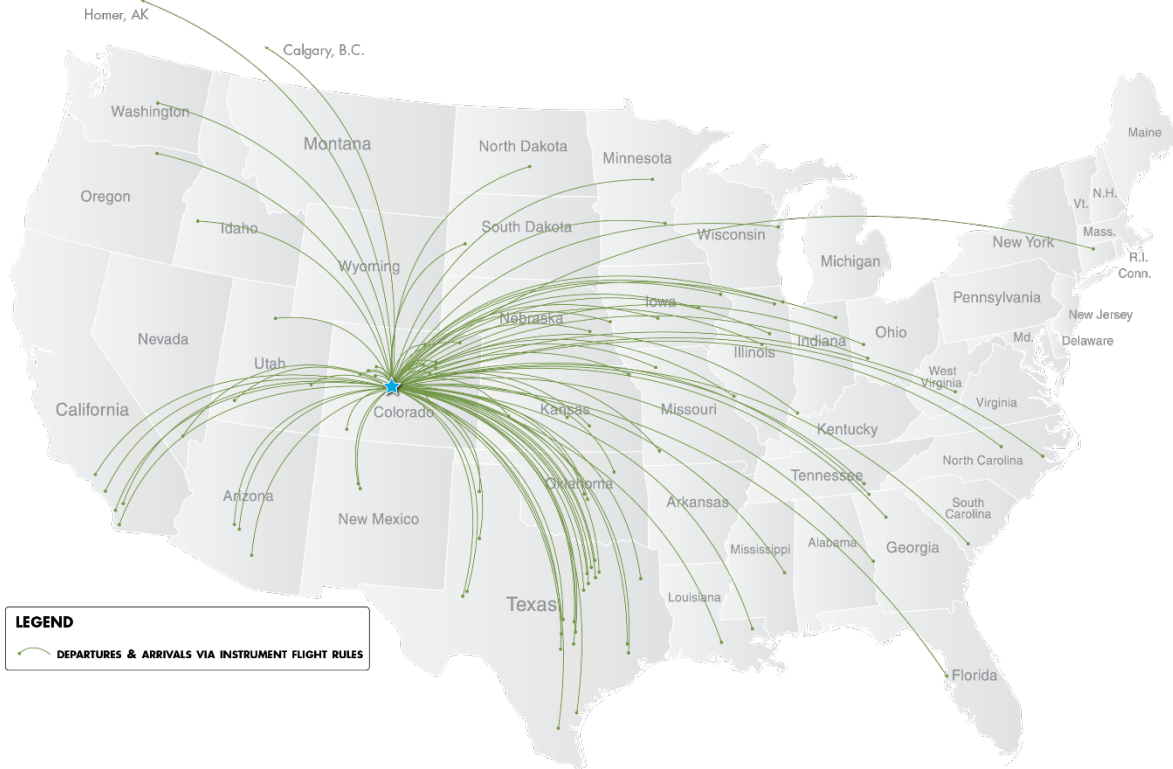
## Key Features

- 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



# An Economic Partner in Our Community



## INITIAL IMPACTS

### ON-AIRPORT

- Airport Administration
- Airport Tenants
- Capital Investment

### OFF-AIRPORT

- General Aviation Visitor Spending

## MULTIPLIER EFFECT



## TOTAL IMPACTS

**JOBS** 16    **PAYROLL** \$901,093    **OUTPUT** \$3,078,972



Source: Colorado Department of Transportation (CDOT), Division of Aeronautics, Economic Impact Study, 2013 and Jviation

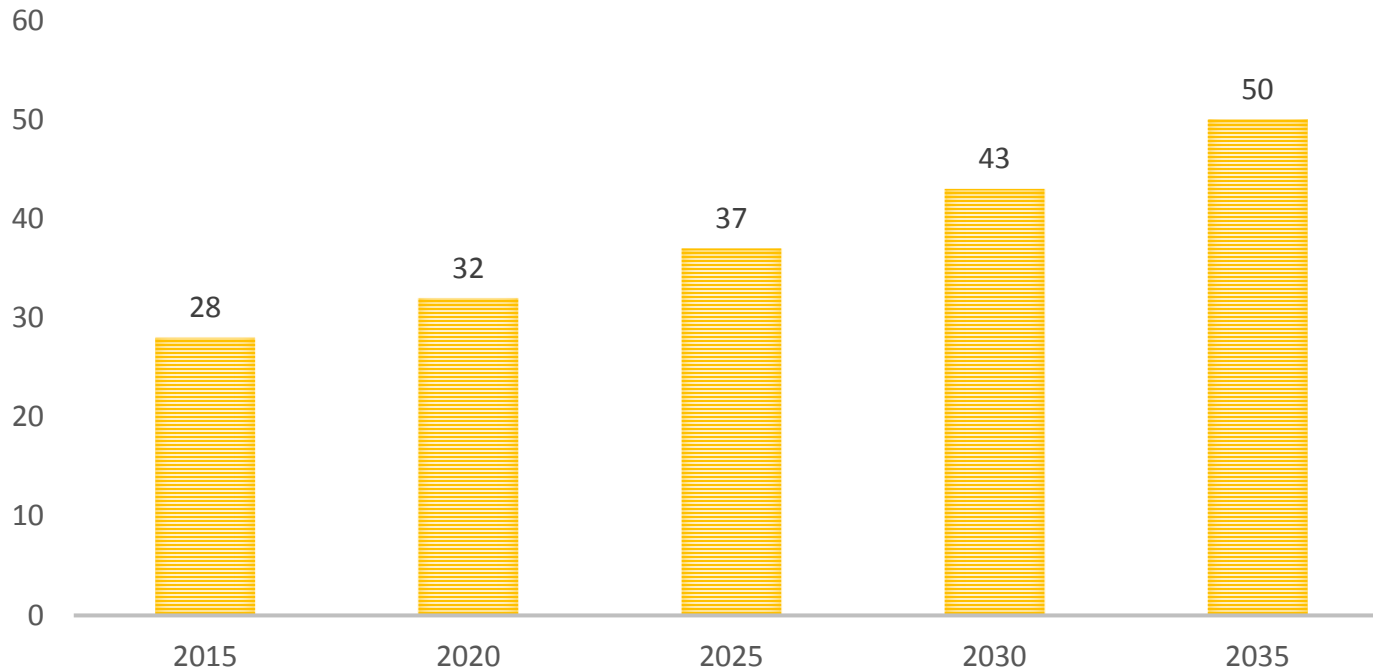




# Forecast & Facility Requirements

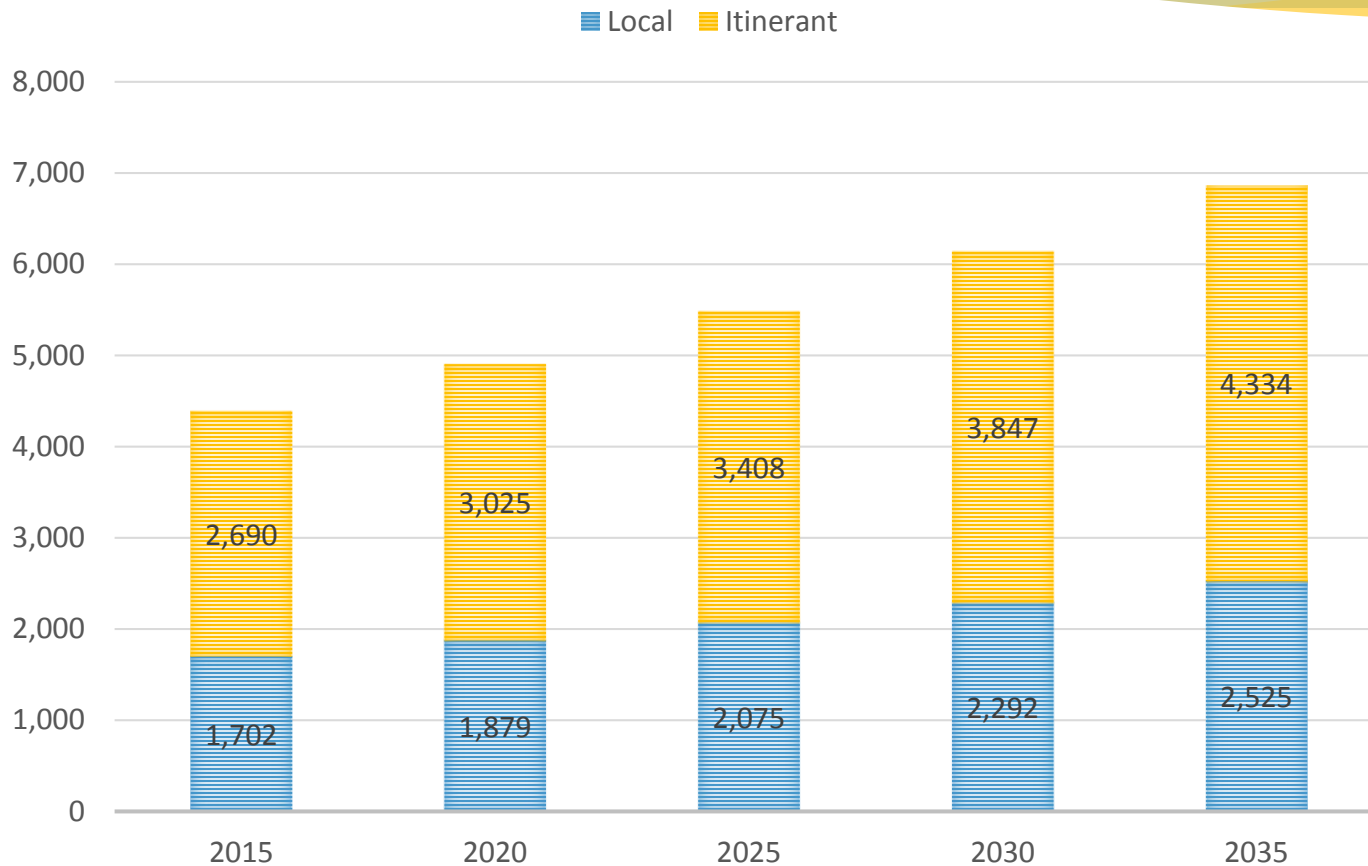
# Based Aircraft Forecast

## 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)



# Critical Aircraft and Runway Design Code (RDC)

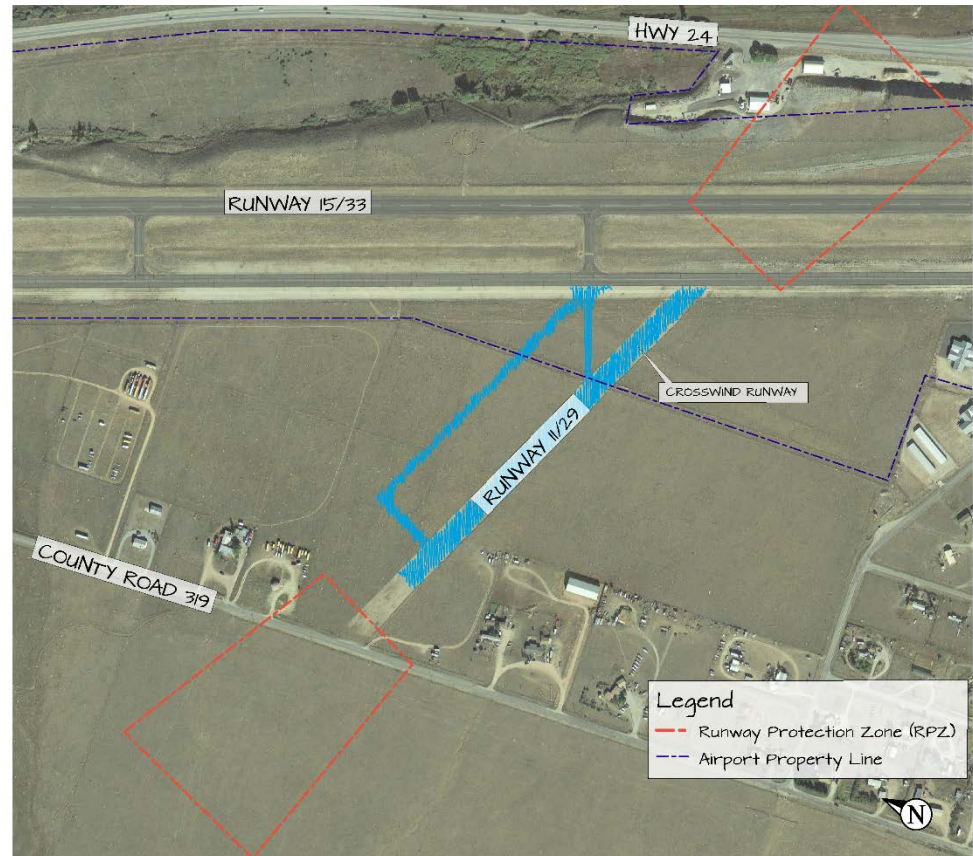
- Most demanding aircraft or family of aircraft that account for at least 500 annual operations.
- Currently: Cessna Citation CJ2
  - Aircraft Approach Category (AAC) – B
  - Airplane Design Group (ADG) – II
- Future: *Maintain the current RDC of B-II*





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



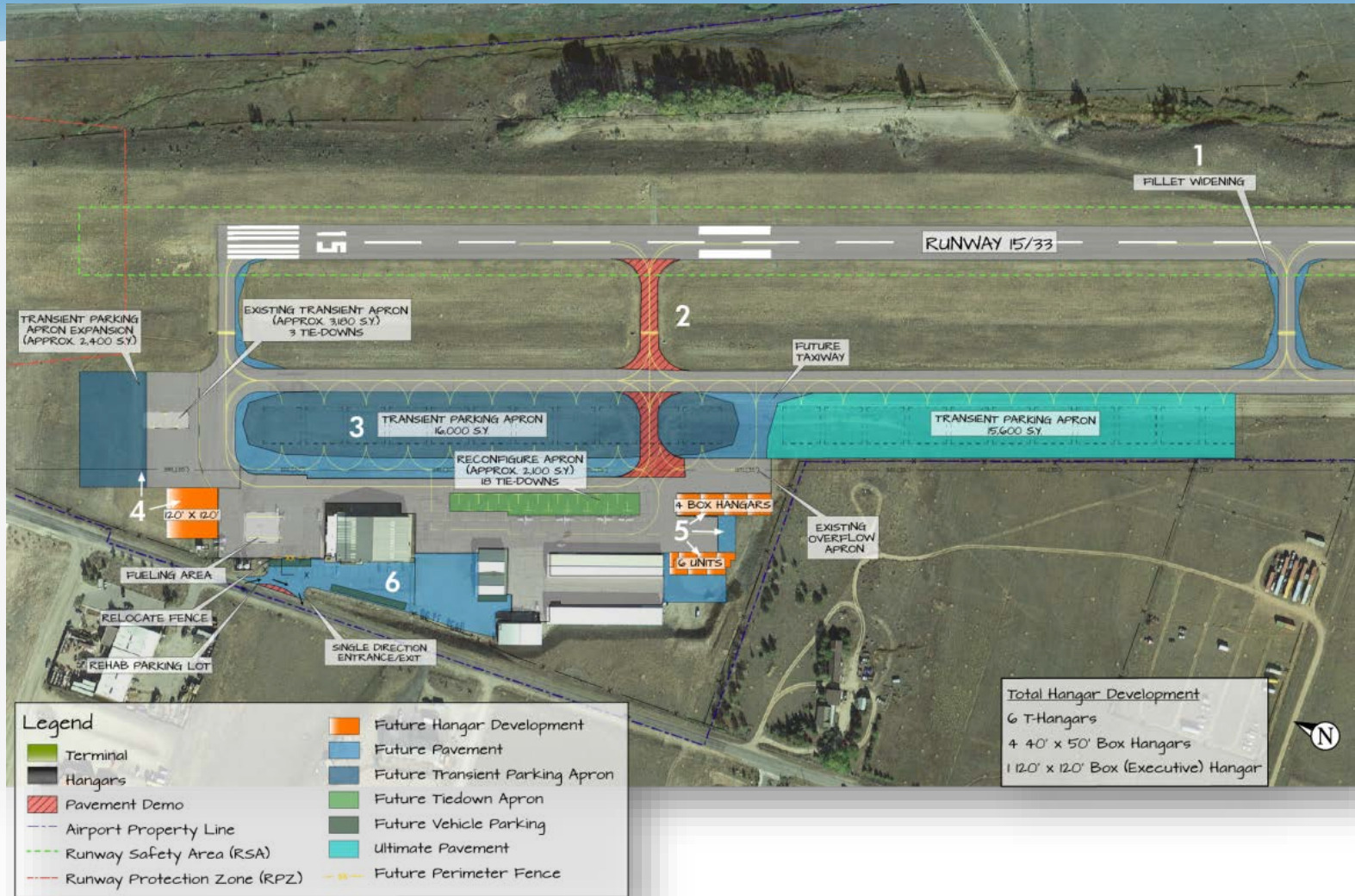
MITL – Medium Intensity Taxiway Lights  
 REILS – Runway End Identifier Lights  
 MIRL – Medium Intensity Runway Lights  
 MALSF – Medium Intensity Approach Lighting System with Sequenced Flashers



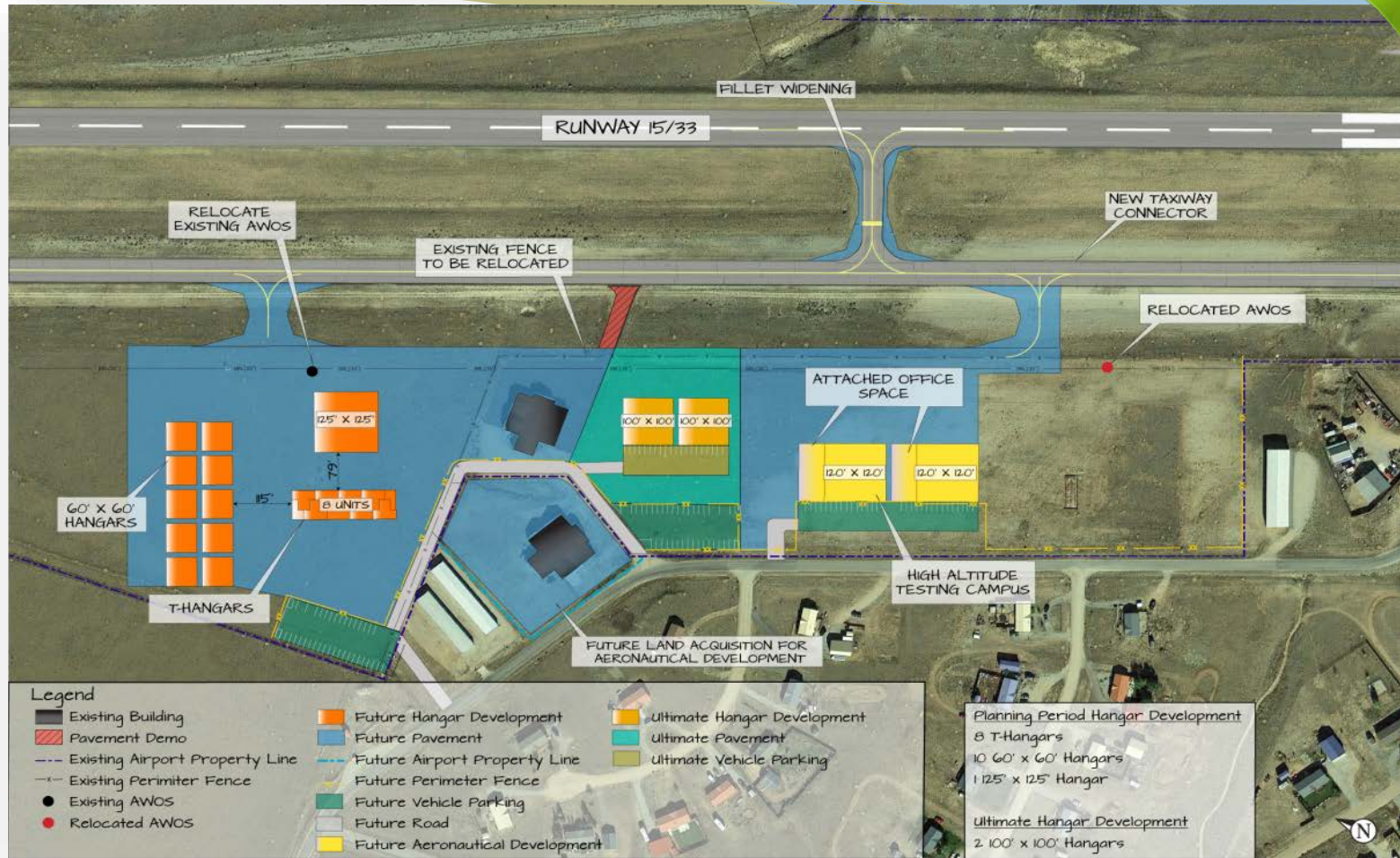
# Preferred Alternatives



# North Development Area – Preferred Alternative

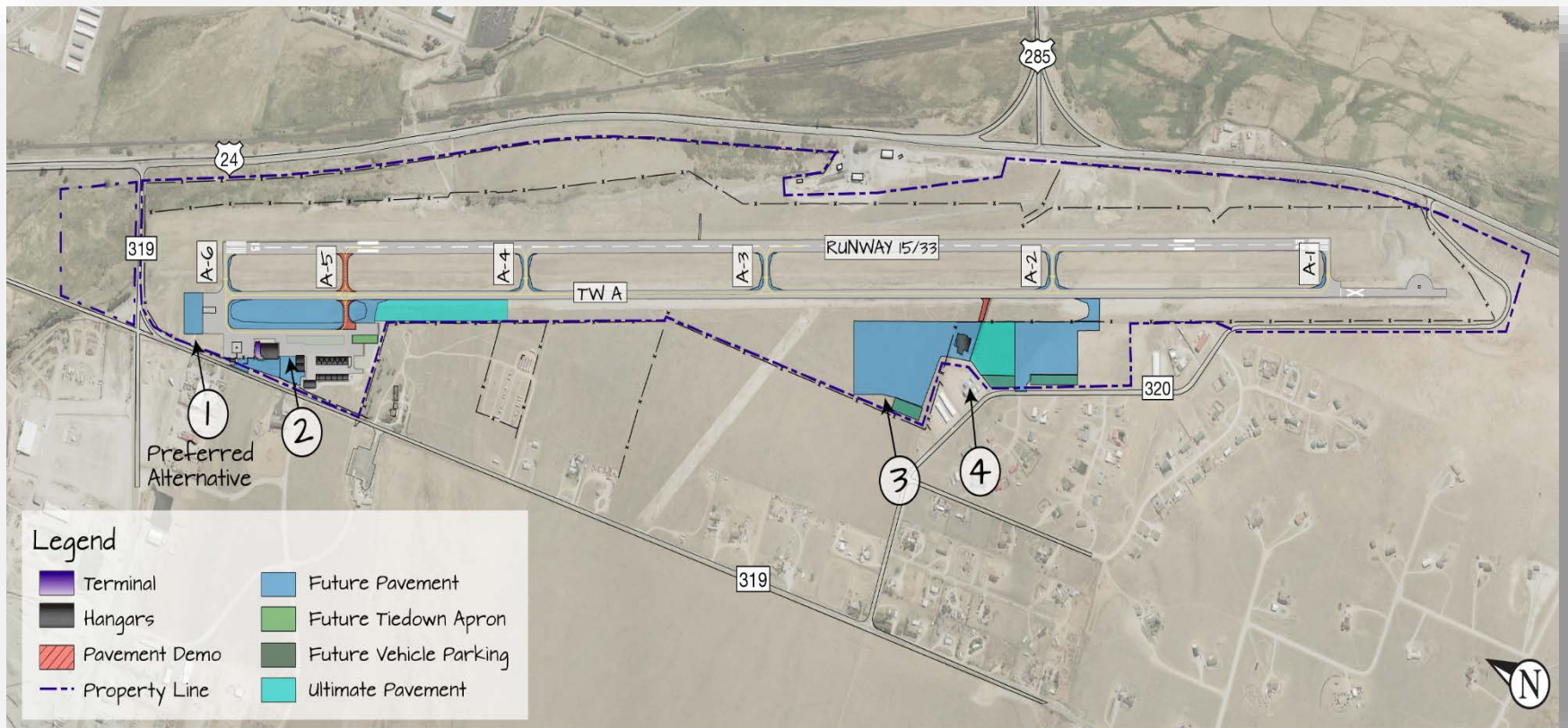


# South Development Area – Preferred Alternative





# 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

Relocate Fence  
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
<b>Phase 1 Program Totals</b>			<b>\$1,291,718</b>	<b>\$498,346</b>	<b>\$36,685</b>	<b>\$256,687</b>	<b>\$500,000</b>

## 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
<b>Phase II Program Totals</b>			<b>\$11,827,682</b>	<b>\$7,326,066</b>	<b>\$179,325</b>	<b>\$1,764,382</b>	<b>\$2,557,909</b>

# 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 MALS F	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

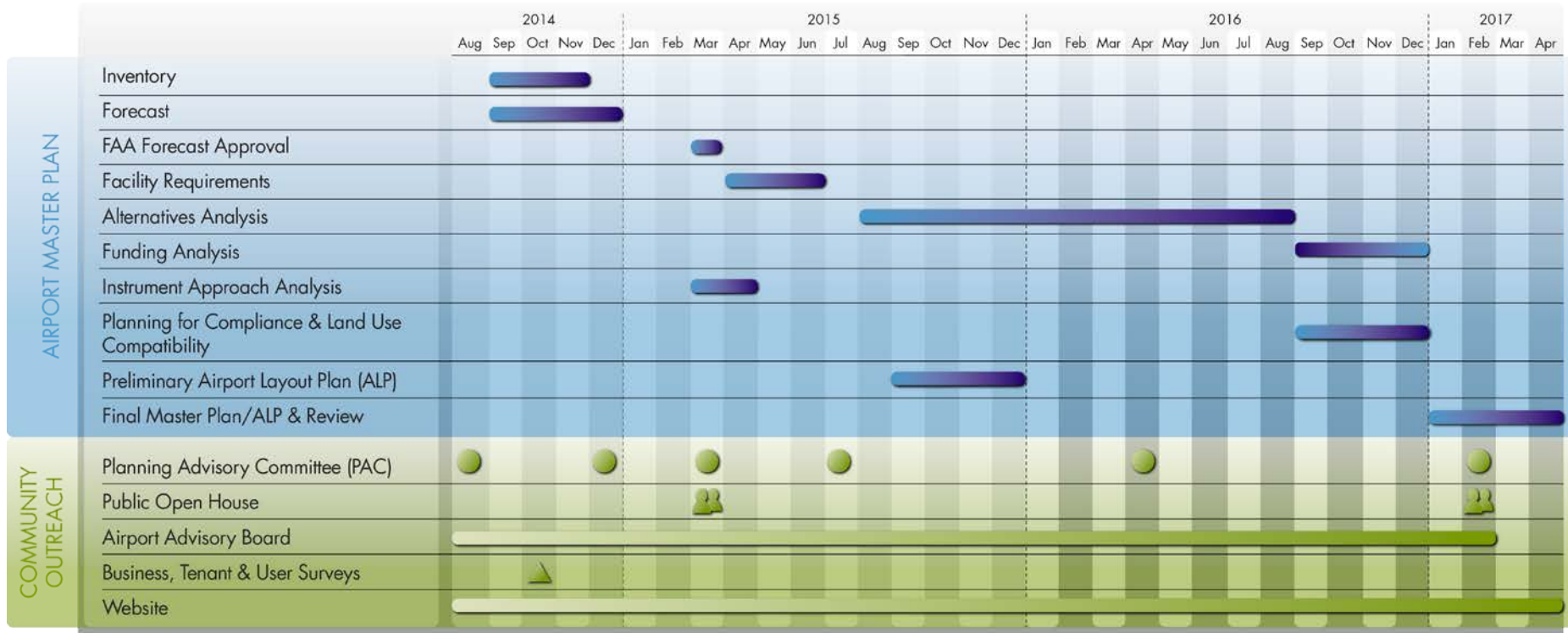
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# General Recommendations

- 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

- Formal Adoption of Master Plan and signing of ALP by Board of Trustees
- Submittal of Airport Layout Plan to FAA for review and signature



# *Thank you!*

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