



**COLORADO SPRINGS
AIRPORT**

MASTER PLAN UPDATE

Project Advisory Committee

June 29, 2022

Meeting Objectives

Today we will leave with:

- An understanding of the Airport Master Planning process
- A review of the inventory, forecasts, and facility requirements
- Knowledge of the implementation plan phases and rough order of magnitude costs
- An understanding of the surface transportation recommendations
- An awareness of next steps
- An opportunity to ask questions and provide comments



Virtual Meeting Format

-
- There will be a presentation with 3 intermittent Q&A sessions during the presentation ***for clarifying questions***
 - There will be a general Q&A session at the conclusion of the presentation
 - The meeting will be recorded
 - Please mute your microphone when you are not speaking
 - Please use the “Raise Your Hand” function at the bottom of the screen if you wish to speak during the Q&A sessions
 - Please do not use the Chat for public comment
 - We appreciate everyone’s patience!



**COLORADO SPRINGS
AIRPORT**

MASTER PLAN PROCESS

Why Do We Master Plan Airports?

An aerial photograph of an airport runway and taxiway system. The runway is a long, straight strip of asphalt with white markings, including the number '35' and a cross-hatch pattern at the end. It is flanked by taxiways and grassy areas. In the foreground, there is a long, dark, chevron-shaped structure, possibly a ramp or a drainage system. The background shows a vast green field and a distant town or city under a clear sky.

The Master Plan is a **20-year plan** to understand the needs of current and future users of the airport. It is important to ensure:

- safe and orderly development
- reflective of the community's values and goals
- through a purposeful, inclusive, and educational process

The Airport will decide when and if to build based on demand, financial ability, and what is in the best interest of the community.

Partners & Responsibilities

This is the Airport's Master Plan

- Recommended by FAA and CDOT
- FAA does **not** approve Master Plan
- FAA approves the aviation activity forecast
- FAA will conditionally endorse projects (following Master Plan and during annual Capital Improvement Plan process) pending environmental approvals

Resulting in an Updated Airport Layout Plan (ALP)

- FAA approves ALP
- Airport Advisory Commission must keep it current
- Airport development must be consistent with the ALP

Key Partners

- Federal Aviation Administration
- Colorado Department of Transportation, Aeronautics Division
- El Paso County
- City of Colorado Springs, Airport Sponsor
- Airport Advisory Commission
- Project Advisory Committee



Community Outreach

- Project Advisory Committee
- Stakeholder/Neighborhood Meetings/Open Houses
- User and Tenant surveys
- Social Media Updates
- Media Releases
- Local Government Briefings
- FAA/CDOT collaboration
- Project website: www.coloradospringsairportmasterplan.com

COLORADO SPRINGS AIRPORT

We Need Your **FEEDBACK!**

The Colorado Springs Airport (COS) has started an Airport Master Plan process that will guide COS through its next 20 years of development. Input is being solicited from based aircraft owners, tenants, and other Airport users to help establish the existing and future needs of the Airport. **PLEASE USE THE QR CODE TO COMPLETE THE SURVEY BY NOVEMBER 30TH.**

>>> *Thank you for taking the time to complete this survey* <<<

For more information about the Master Plan or to submit questions, please visit WWW.COLORADOSPRINGSAIRPORTMASTERPLAN.COM

COLORADO SPRINGS AIRPORT MASTER PLAN UPDATE

Home News Documents Schedule Meetings Helpful Links FAQs Contact

Welcome

Welcome to the official Colorado Springs Airport (COS) Master Plan project information website. COS is updating its Airport Master Plan which will study the current and future airport facility needs required to meet aeronautical and community demands now and for the next 20 years. This effort will generate a recommended plan that will prepare the airport for continued service as an economic engine and the preferred aviation gateway for the region. Your participation is important to us!

The master plan process is a collaborative effort involving the Colorado Springs Airport staff, City of Colorado Springs, Colorado Department of Transportation (CDOT) Aeronautics Division, Federal Aviation Administration (FAA), other state and federal government organizations, and the airport users and community at large. This planning effort is necessary to ensure that the airport has a well-founded plan to grow and meet the vision and aeronautical needs of the entire region. Jackson, a Woodport Company, was selected by the Airport through an FAA-required competitive selection process, to lead the project and coordinate public input.

The development of the Master Plan is done through a systematic process with the following key phases:

- 1. INVESTIGATION**
Inventory
Forecast & Research
Activity Levels
- 2. SOLUTIONS**
Facility Requirements
Alternative Analysis
Identification of Preferred
Alternatives
- 3. IMPLEMENTATION**
Detailed Planning
Recommend the City
Final Master Plan
Construction Plan
- 4. PUBLIC ENGAGEMENT**



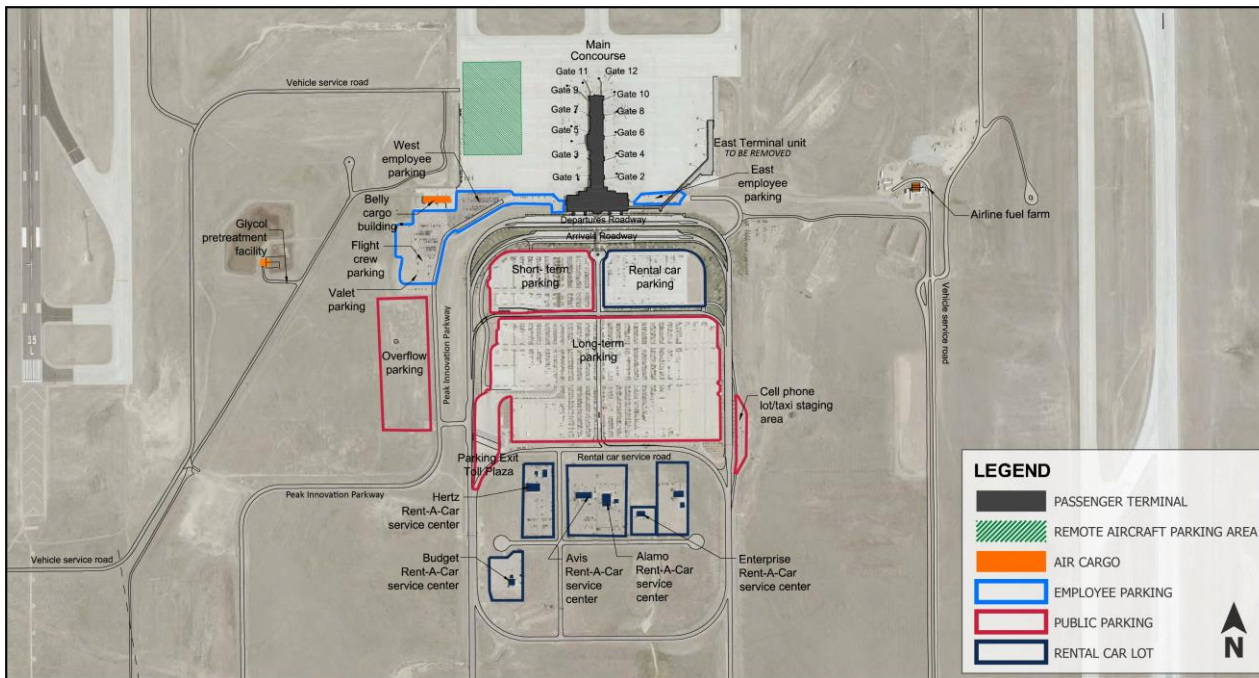


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INVENTORY AND FORECASTS

Inventory

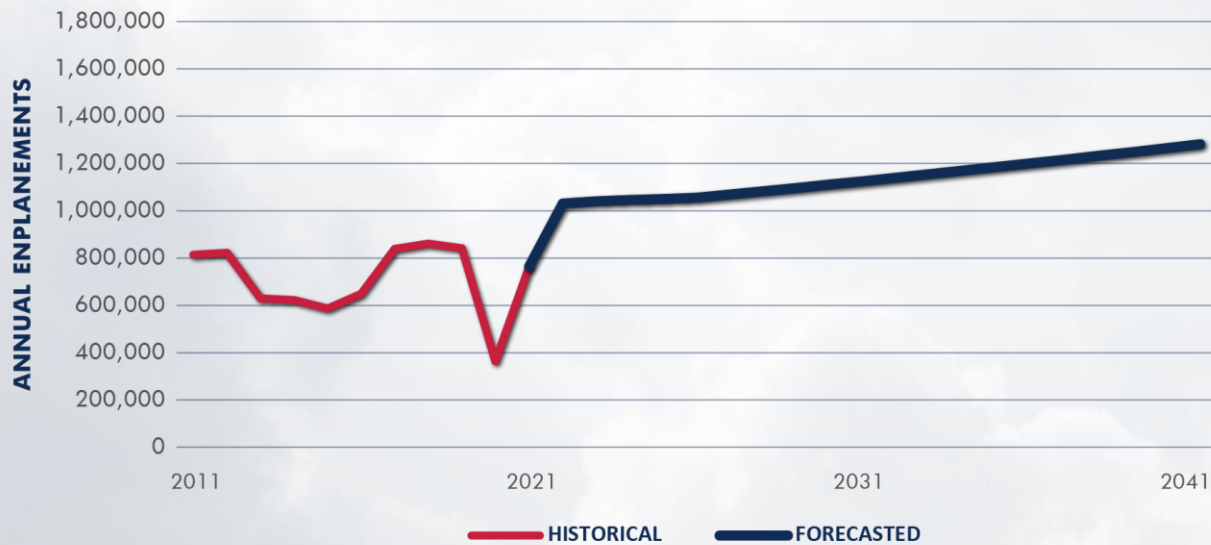
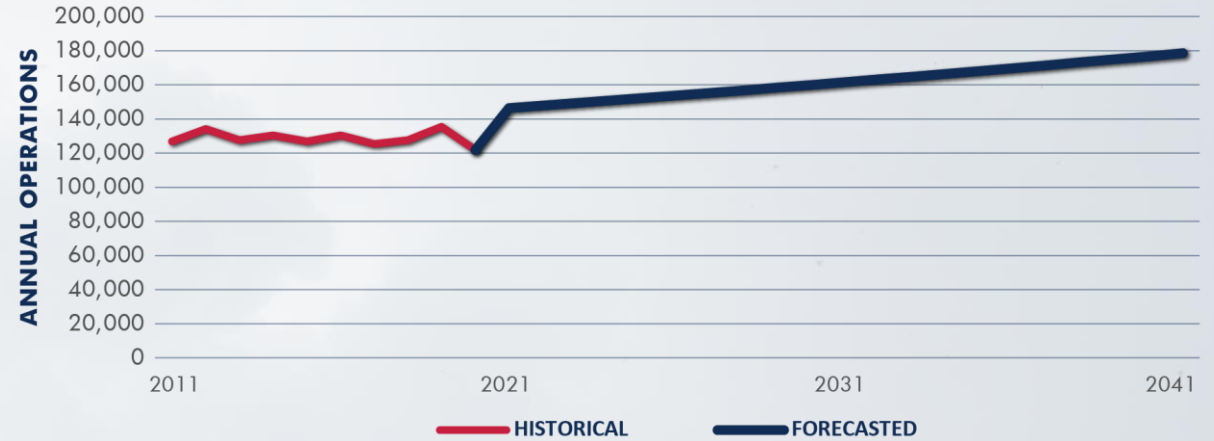
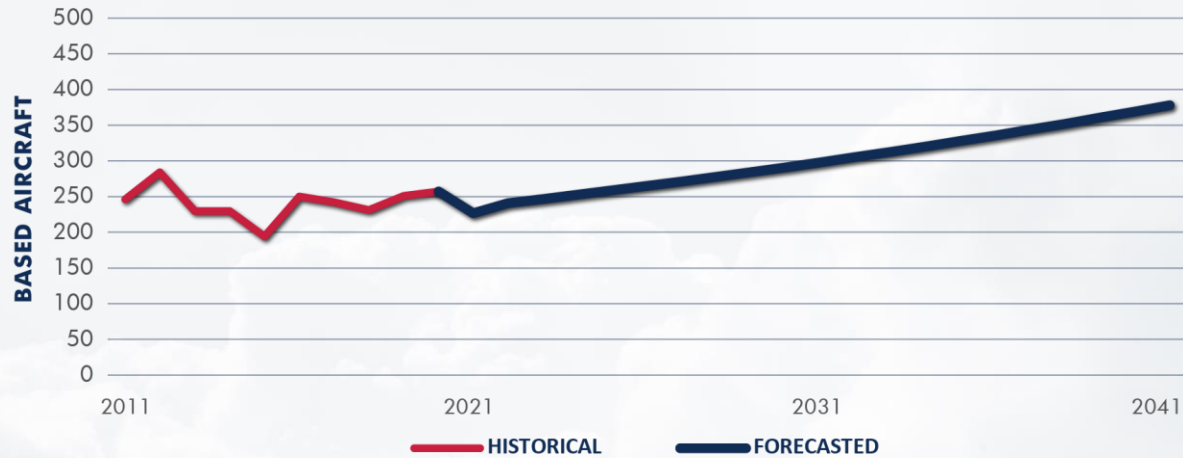
- Inventory includes
 - Airside
 - Landside
 - Terminal
 - Airspace
- All buildings, hangars and structures are catalogued to provide a baseline inventory for the Airport
- A large number of businesses operate on the airport providing valued services – understanding their future needs is part of the Master Plan process



COS Market Area



Forecasted Activity





**COLORADO SPRINGS
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FACILITY REQUIREMENTS



Capacity Evaluation

Airside Capacity

- Airfield Layout and Configuration
- Weather Conditions
- Runway Usage
- Aircraft Fleet Mix
- Touch-and-Go Operations
- Peak Hour Activity
- Airfield Capacity Model

Landside Capacity

- Passenger Terminal
- General Aviation Facilities
- Automobile Parking

Facility Requirements Summary

Facility	Identified Requirement
Airfield Facility Requirements	
Airfield Demand Capacity	- No action required
Airport Design Standards	- Decouple Runway 17R-35L from Runway 13-31
Runways	- Decouple Runway 17R-35L from 13-31, extend Runway 35L south
Taxiways	- Separate Taxiway A from Runway 17R-35L to 500 feet - Shift high-speed exit Taxiway E4 - Realign a short section of Taxiway B - Reconfigure taxiways to Runway 17R and 13 with runway decoupling - Realign taxiway connectors with Taxiway A separation
Airfield Pavement	- No action required
Airport Visual Aids	- No action required
Navigational Aids (NAVAIDS)	- MALSR or ALSF-2 approach lighting system on Runway 35R
Obstruction Removal	- Recommendations to be incorporated into the ALP set
Airfield Marking, Lighting, Signage	- No action required
Passenger Terminal Requirements	
Terminal Space	- Reallocation of interior space to meet intermediate demands - Ultimate terminal expansion
Gates	- No intermediate requirements - Expansion of additional gates for ultimate development
Terminal Area Apron	- Development of deicing aprons to make room on existing apron
Auto Parking and Rental Car	- Develop CONRAC to add short-term parking capacity - Develop long-term/economy parking lot(s)

Facility Requirements Summary

General Aviation and Cargo Requirements

FBO	- Preserve space for FBO expansion
Corporate Aviation	- Additional corporate and maintenance hangar facilities
Aircraft Storage	- Expand apron in Westside Development Area consistent with GA Area Plan. In-fill and hangar expansion throughout Westside Development Area
Cargo	- Expand air cargo building and apron areas

Support Facility Requirements

Regional Transportation Access	- Recommendations provided in Regional Transportation Access Study, see appendix
General Aviation Fuel Storage	- Construct consolidated general aviation fuel farm in Westside Development Area
Deicing Operations	- Construct deicing apron on east and make use of expanded west apron developed for deicing when needed on that side of airfield
ATCT / ASR	- Relocate ATCT and ASR, coordinate with FAA
Airfield Maintenance Facility	- Relocate existing maintenance facility to a larger consolidated maintenance/storage facility
Emerging Technologies	- Develop and maintain apron, electrical and airspace capacity to accommodate new technologies



Environmental Review

- Local, state and federally regulated natural resources exist on and around the Airport and need to be taken into consideration for future planning
- Information about 15 environmental categories were reviewed and summarized including such things as air quality, noise, biological resources, light emissions, etc.
- An analysis of environmental resiliency and a Recycling, Reuse, and Waste Reduction Plan has been developed and is included as an appendix

Clarifying Questions - Session #1



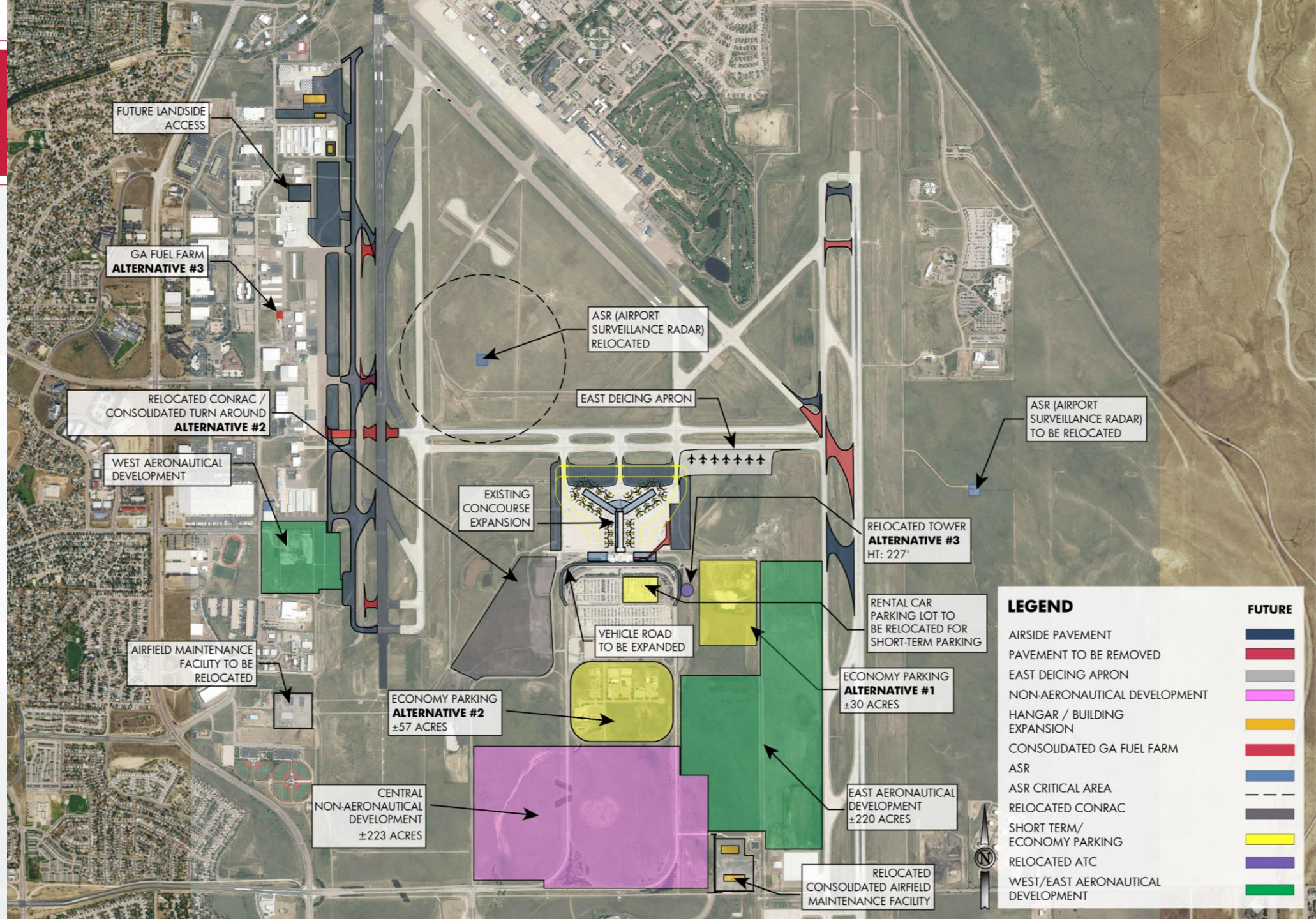
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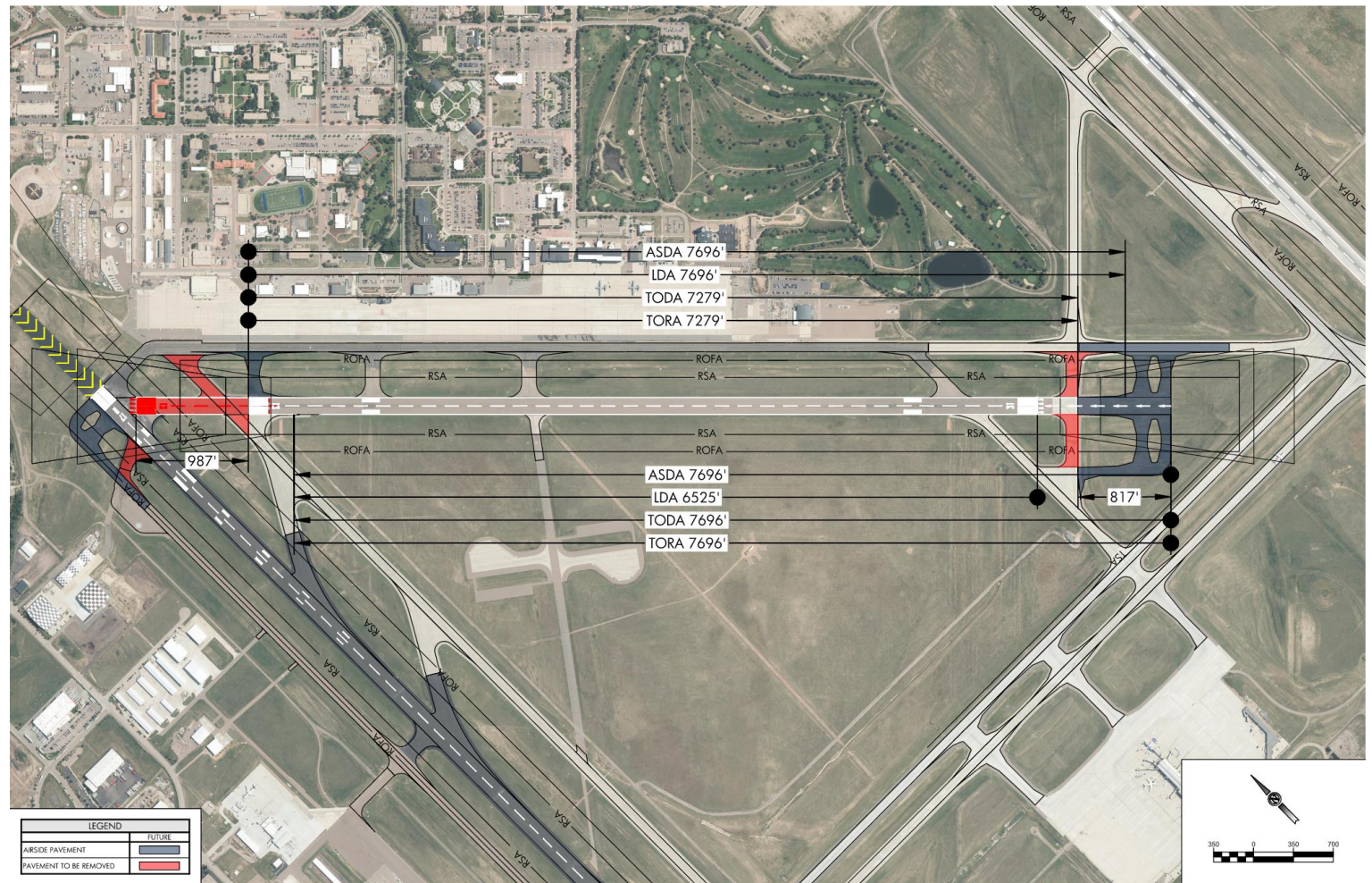
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PRELIMINARY DEVELOPMENT ALTERNATIVES

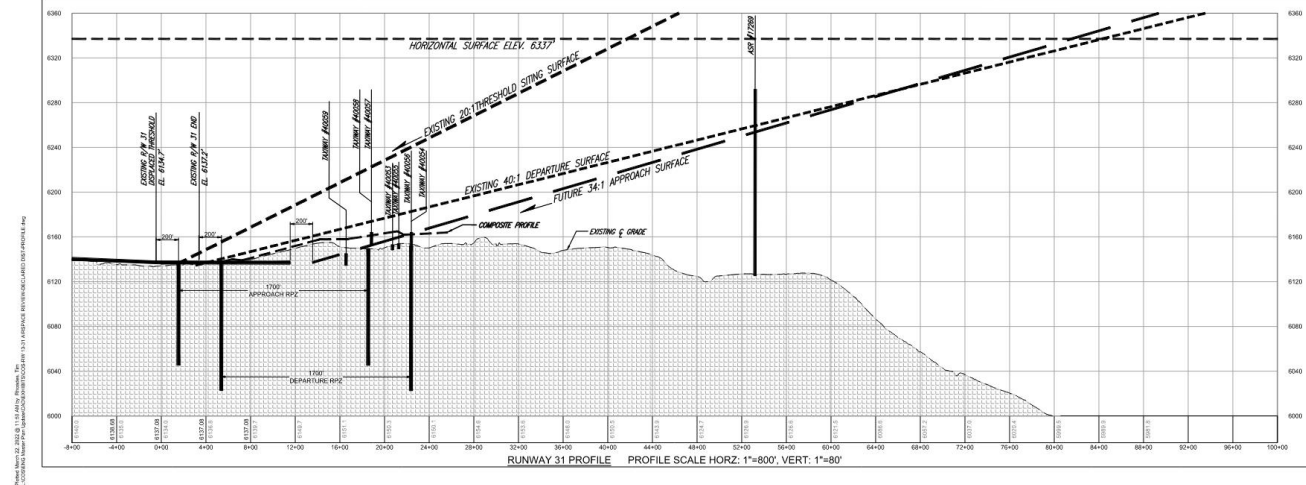
Preliminary Alternatives Summary



Runway 13-31 Preferred Alternative



Runway 31 Preferred Alternative Profile



LEGEND	
ASIDE PAVEMENT	FUTURE
PAVEMENT TO BE REMOVED	





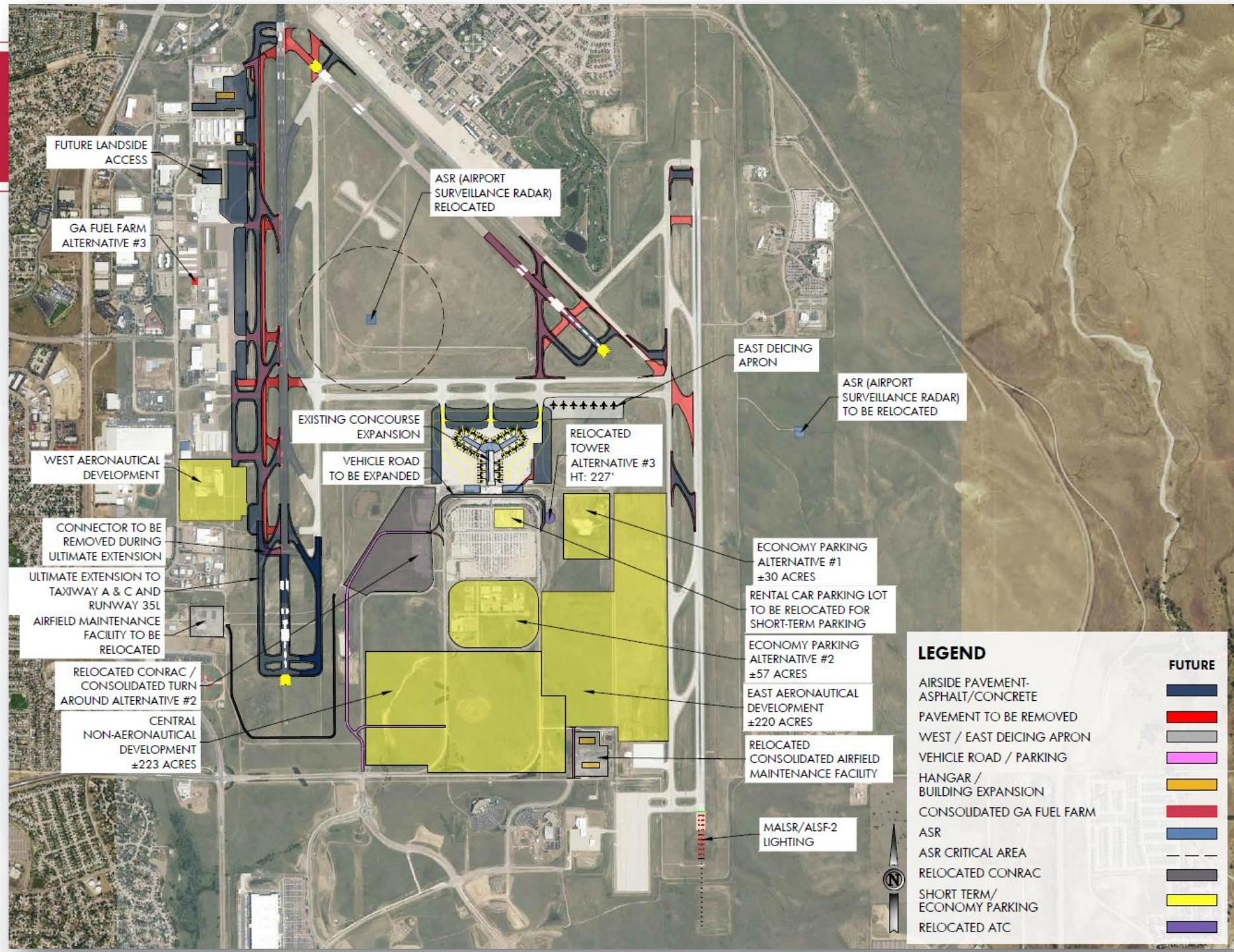
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IMPLEMENTATION PLAN



COLORADO SPRINGS AIRPORT

Overall Capital Improvements



COS Financial Sustainability

- The primary goal for COS is to continue to operate as a facility that will best serve the evolving air transportation needs of the region while simultaneously maintaining itself as a **self-sustaining** economic generator for the City of Colorado Springs
- The continued growth and demand of CO, in terms of activity, tenants, new leases, and facility development, will impact the Airport's operating revenues and expenses over the 20-year planning period
- Financial projections include:
 - Future airport operating revenues and expenses based on recent financial results
 - Budgeted revenues and expenses
 - Forecasted increases in airport enplanements
 - Aircraft activities and airport tenant population trends identified in this Master Plan

Capital Improvement Plan

The Capital Improvement Plan (CIP) has three goals:

1. Identify projects that will be required at the Airport over a period of time
2. Estimate the order of implementation of the projects
3. Estimate the total costs and funding sources for each of the projects

Key Points

- The Implementation Plan has three phases:
 - Phase I: Short Term
 - Phase II: Intermediate Term
 - Phase III: Long Term
- Rough Order of Magnitude Costing has been prepared
 - These are estimates in present day dollars
 - Estimates have been reviewed by other firms (engineering, architecture & contractor)
 - The allocation of funds to the FAA and State represent eligibility and are not guarantees of funding
- **Most importantly**, the Airport will decide when and if to build based on demand, financial ability, and what is in the best interest of the community

Phase I Projects – Short Term

Item	Description
A.	Taxiway Enhancements – A, A1, E2, E4, B
B.	Runway Decoupling – Shift Runway 13-31
C.	Construct CONRAC Facility and Transform Existing Rental Car Parking into Short-Term Parking Lot
D.	Westside Development - Consolidate Fuel Farm, Expand General Aviation Ramp
E.	Consolidate/Relocate Snow Removal Equipment/Airfield Maintenance Center



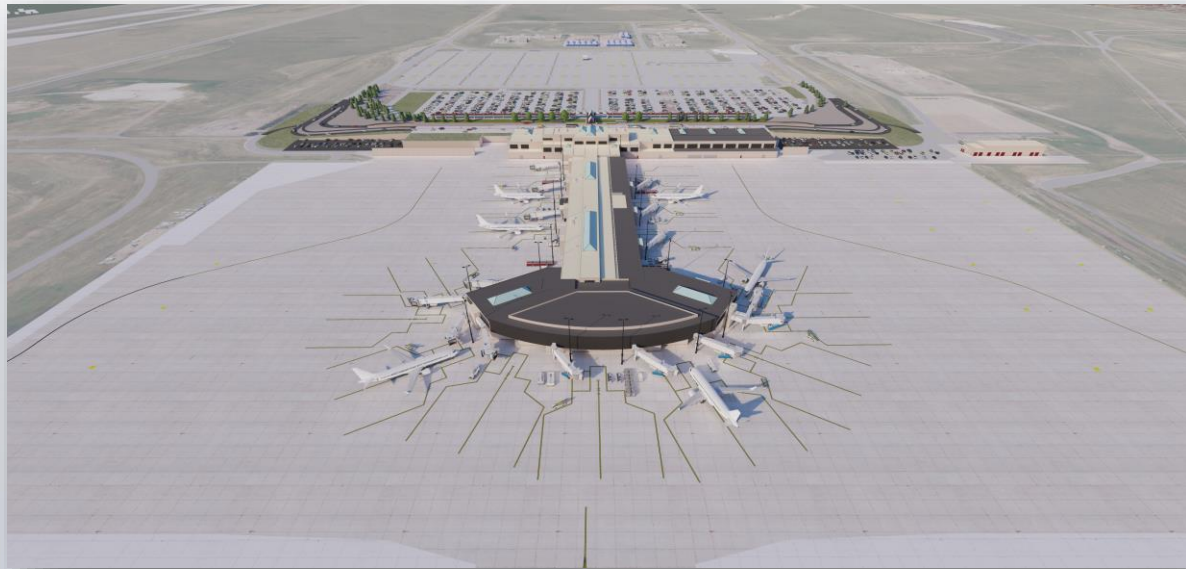


Phase I - Rough Order Of Magnitude Costs

CIP ID	Project	Estimated Capital Costs	Funding Sources			
			Federal	State	Local	Other/Private
PHASE 1						
A	Taxiway Enhancements					
	- Taxiway A Improvements	\$87,124,342	\$78,411,908	\$500,000	\$8,212,434	\$-
	- Reconstruct Taxiway A1	\$5,635,059	\$5,071,553	\$281,753	\$281,753	\$-
	- Relocate Taxiway E2	\$5,810,075	\$5,229,068	\$290,504	\$290,504	\$-
	- Relocate Taxiway E4	\$9,265,738	\$8,339,164	\$463,287	\$463,287	\$-
	- Relocate Taxiway B Entrance	\$6,573,402	\$5,916,062	\$328,670	\$328,670	\$-
B	Runway Decoupling – Shift Runway 13-31	\$63,931,234	\$57,538,111	\$500,000	\$5,893,123	\$-
C	Construct CONRAC facility and transform existing rental car parking into short-term parking lot	\$66,967,586	\$-	\$ -	\$66,967,586	\$-
D	Westside Development					
	- Consolidate general aviation fuel farm	\$7,200,000	\$-	\$-	\$7,200,000	\$-
	- Expand general aviation ramp/hangars	\$88,770,192	\$72,243,173	\$500,000	\$7,527,019	\$8,500,000
E	Consolidate/Relocate SRE/maintenance facility	\$43,626,724	\$21,813,362	\$ -	\$21,813,362	\$-
	Phase I Total	\$384,904,352	\$254,562,400	\$2,864,214	\$118,977,739	\$8,500,000

Phase II Projects – Intermediate Term

Item	Description
F.	Expand Passenger Terminal Stage 1
G.	Relocate Airport Surveillance Radar (ASR)
H.	Redevelop Existing Rental Turnaround Facilities into South Long-Term/Economy Parking Lot
I.	Develop East Deicing Apron





Phase II - Rough Order Of Magnitude Costs

CIP ID	Project	Estimated Capital Costs	Funding Sources			
			Federal	State	Local	Other/Private
PHASE II						
F	Expand Passenger Terminal (Stage 1)	\$232,486,947	\$162,740,863	\$1,000,000	\$68,746,084	\$-
G	Relocate Airport Surveillance Radar	\$ 8,640,000	\$8,640,000	\$-	\$-	\$-
H	Redevelop rental turnaround facilities into south long-term/economy parking lot	\$65,226,824	\$-	\$-	\$65,226,824	\$-
I	Develop Deicing Apron	\$34,894,619	\$31,405,157	\$750,000	\$2,739,462	\$-
Phase II Total		\$341,248,390	\$202,786,020	\$1,750,000	\$136,712,370	\$-

Phase III Projects – Long Term



Item	Description
J.	Expand Passenger Terminal Stage 2
K.	Construct East Long-Term/Economy Parking Lot
L.	Relocate Airport Traffic Control Tower (ATCT)
M.	MALSR / ALSF-2 for Runway 35R
N.	Extend Runway 35L



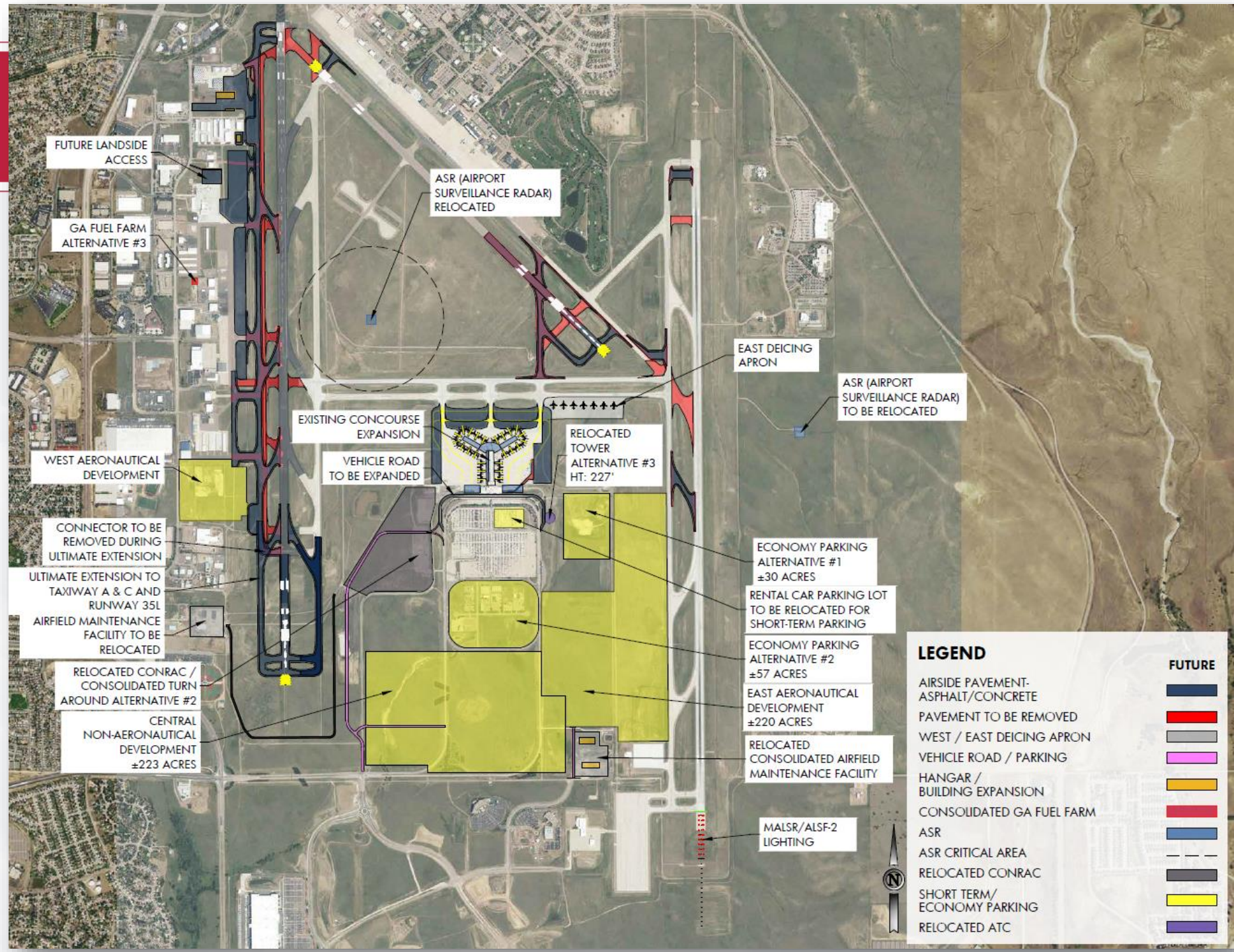
Phase III - Rough Order Of Magnitude Costs

CIP ID	Project	Estimated Capital Costs	Funding Sources			
			Federal	State	Local	Other/Private
PHASE III						
J	Expand Passenger Terminal (Stage 2)	\$271,970,568	\$190,379,398	\$1,000,000	\$80,591,170	\$-
K	Construct east long-term/economy parking lot	\$33,800,644	\$-	\$-	\$33,800,644	\$-
L	Relocate airport traffic control tower	\$75,600,000	\$75,600,000	\$-	\$-	\$-
M	MALSR / ALSF-2 for Runway 35R	\$4,356,000	\$-	\$-	\$-	\$-
N	Extend Runway 35L by 2,500 feet	\$103,269,000	\$92,942,100	\$1,250,000	\$9,076,900	\$-
Phase III Total		\$488,996,212	\$358,921,498	\$2,250,000	\$127,824,714	\$-



COLORADO SPRINGS AIRPORT

Overall Capital Improvements





ALL PHASES AND ASSOCIATED COSTS

CIP ID	Project	Estimated Capital Costs	Funding Sources			
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Phase I						
A	Taxiway Enhancements					
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K	Construct east long-term/economy parking lot	\$33,800,644	\$-	\$-	\$33,800,644	\$-
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M	MALSR / ALSF-2 for Runway 35R	\$4,356,000	\$-	\$-	\$-	\$-
N	Extend Runway 35L by 2,500 feet	\$103,269,000	\$92,942,100	\$1,250,000	\$9,076,900	\$-
Phase III Total		\$488,996,212	\$358,921,498	\$2,250,000	\$127,824,714	\$-
Grand Total		\$ 1,215,148,954	\$ 816,269,917	\$ 6,864,214	\$ 383,514,823	\$ 8,500,000

Clarifying Questions - Session #2



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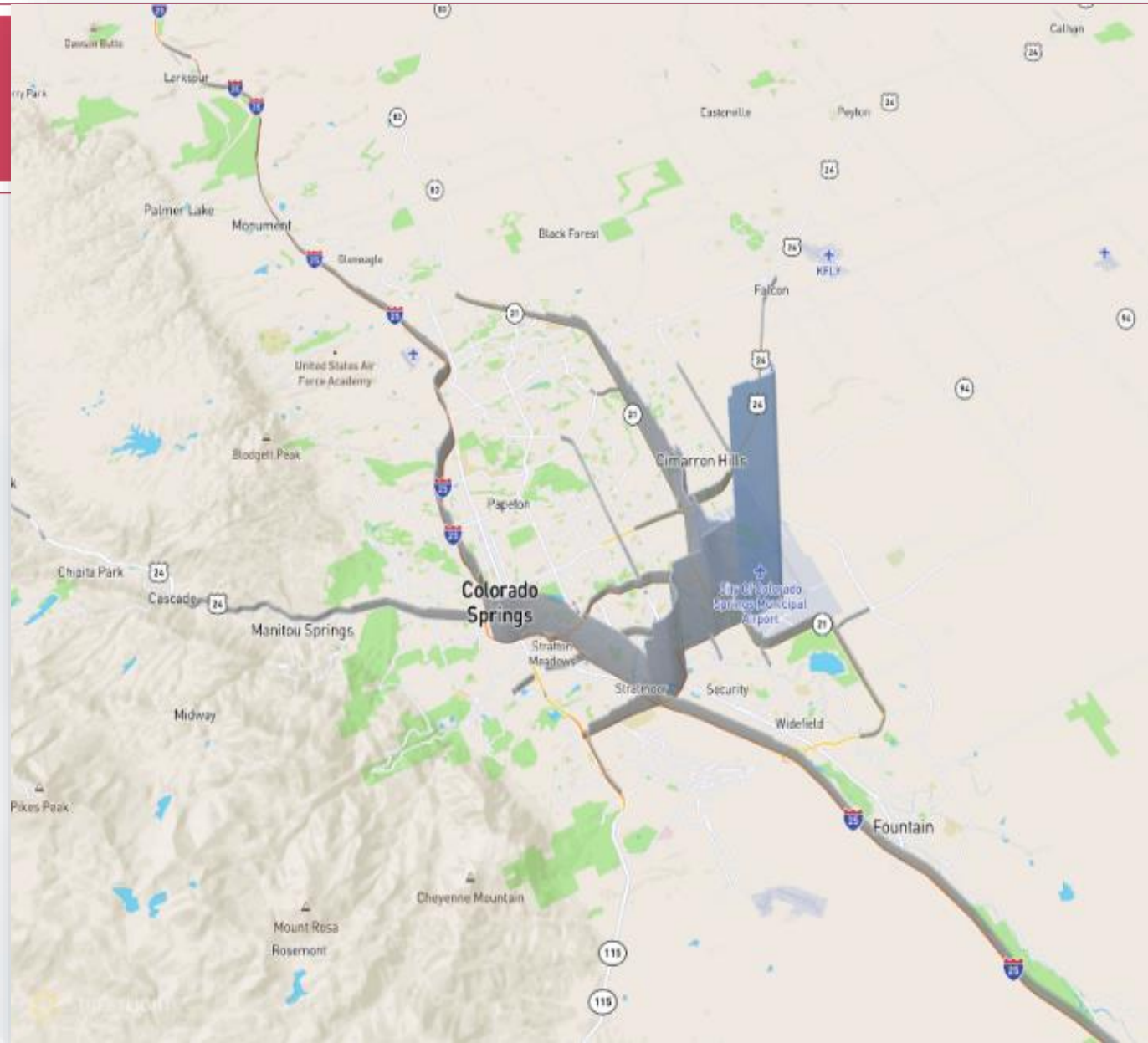
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SURFACE TRANSPORTATION

Regional Access Routes

Top Routes to/from the Airport:

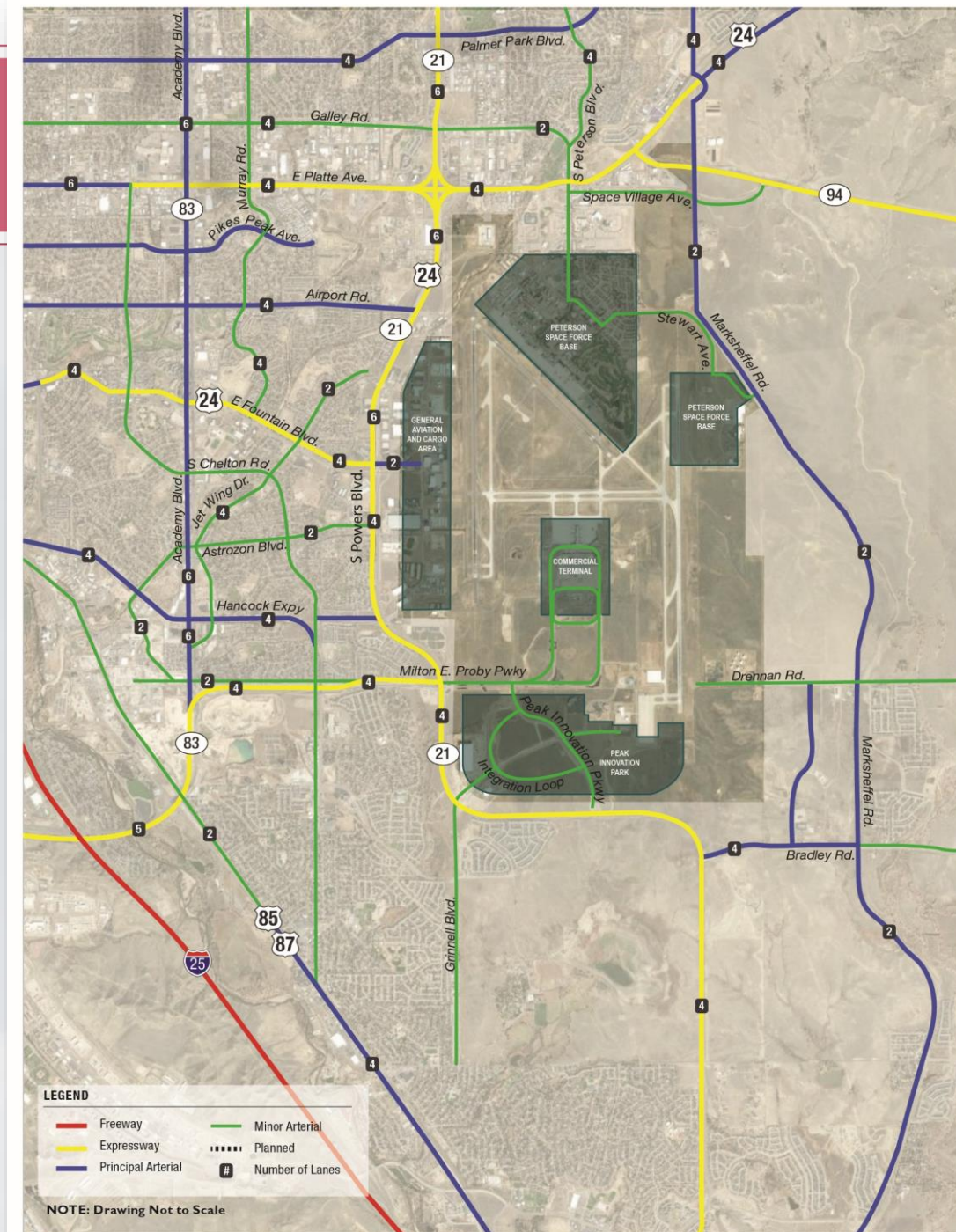
1. I-25 to Academy Blvd to Proby Pkwy
2. Powers Blvd to the north
3. Platte Ave toward Downtown
4. US 24/Fountain Blvd toward Downtown/I-25



Airport Area Roadway Network

Access Routes

- Milton E Proby Pkwy
- Hancock Expwy
- Astrozon Blvd
- Fountain Blvd
- Aeroplaza Dr
- Airport Rd
- Peterson Blvd
- Marksheffel Rd
- Peak Innovation Pkwy
- Integration Loop
- Grinnell Blvd



2045 Forecasts

Segments of the Airport Access Roads are Forecasted to be Over Capacity *without improvements*:

- Powers Blvd
- Platte Ave
- S. Academy Blvd
- Marksheffel Rd
- US 24
- Airport Rd
- Bradley Rd



Transportation Challenges & Solutions

1. **Challenge:** Address forecasted congestion on Airport access routes

Solutions:

- Powers Blvd – CDOT plans for upgrade to freeway
- Marksheffel Rd – City and El Paso Co plans for widening 2 lane sections and adding bike and pedestrian facilities
- Academy Blvd – City and El Paso Co plans for a corridor study to define transit, roadway, and bike/ped improvements
- Fountain Blvd (US 24) – City plans transportation corridor functionality study
- Airport Rd – CDOT is developing design plans for an interchange at Powers Blvd
- Platte Ave – City is currently completing a multimodal corridor plan
- Bradley Rd – El Paso Co plans widening east of Marksheffel Rd

Transportation Challenges & Solutions

2. **Challenge:** Need for improved Airport Access to the East

Solution: New Access Road planned connecting from Peak Innovation Pkwy to Marksheffel south of runways

3. **Challenge:** Improved Connection & Wayfinding from I-25

Solutions:

- Grade-separated interchange at Proby/Powers
- Improve wayfinding signage on I-25 and routes to Airport
- Explore enhanced use of US 24/Fountain Blvd as I-25-Airport route

Transportation Challenges & Solutions

4. **Challenge:** Improved Public Transit Connections

Solutions:

- Provide direct bus route Airport to downtown
- Add local bus route along north Powers Blvd
- Coordinate with City on future Front Range Passenger Rail station and connections
- Coordinate with City and Mountain Metro on future Enhanced Bus Transit routes

5. **Challenge:** Improved Bike Access for commuters and recreational opportunities

Solutions: Work with City planners and Peak Innovation Park to implement elements of Bicycle Vision Network

Clarifying Questions - Session #3



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**COLORADO SPRINGS
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NEXT STEPS

Be A Part of the Plan!

- ✓ Review and comment on draft chapters by ***July 22, 2022***
- ✓ Chapters and presentation will be available online today at www.coloradospringsairportmasterplan.com (or by clicking on the **About** tab on the *flycos.com* website)
- ✓ Submit comments directly through the Master Plan website (**Contact** tab)

***Check the project website for updates and
meeting announcements/links
www.coloradospringsairportmasterplan.com***

Project Schedule

COS MASTER PLAN SCHEDULE

TASK 1: STUDY DESIGN

TASK 2: PUBLIC ENGAGEMENT

TASK 3: DATA COLLECTION/INVENTORY OF EXISTING DATA

TASK 4: AVIATION ACTIVITY FORECASTS

TASK 5: DEMAND/CAPACITY ANALYSIS & FACILITY REQUIREMENTS

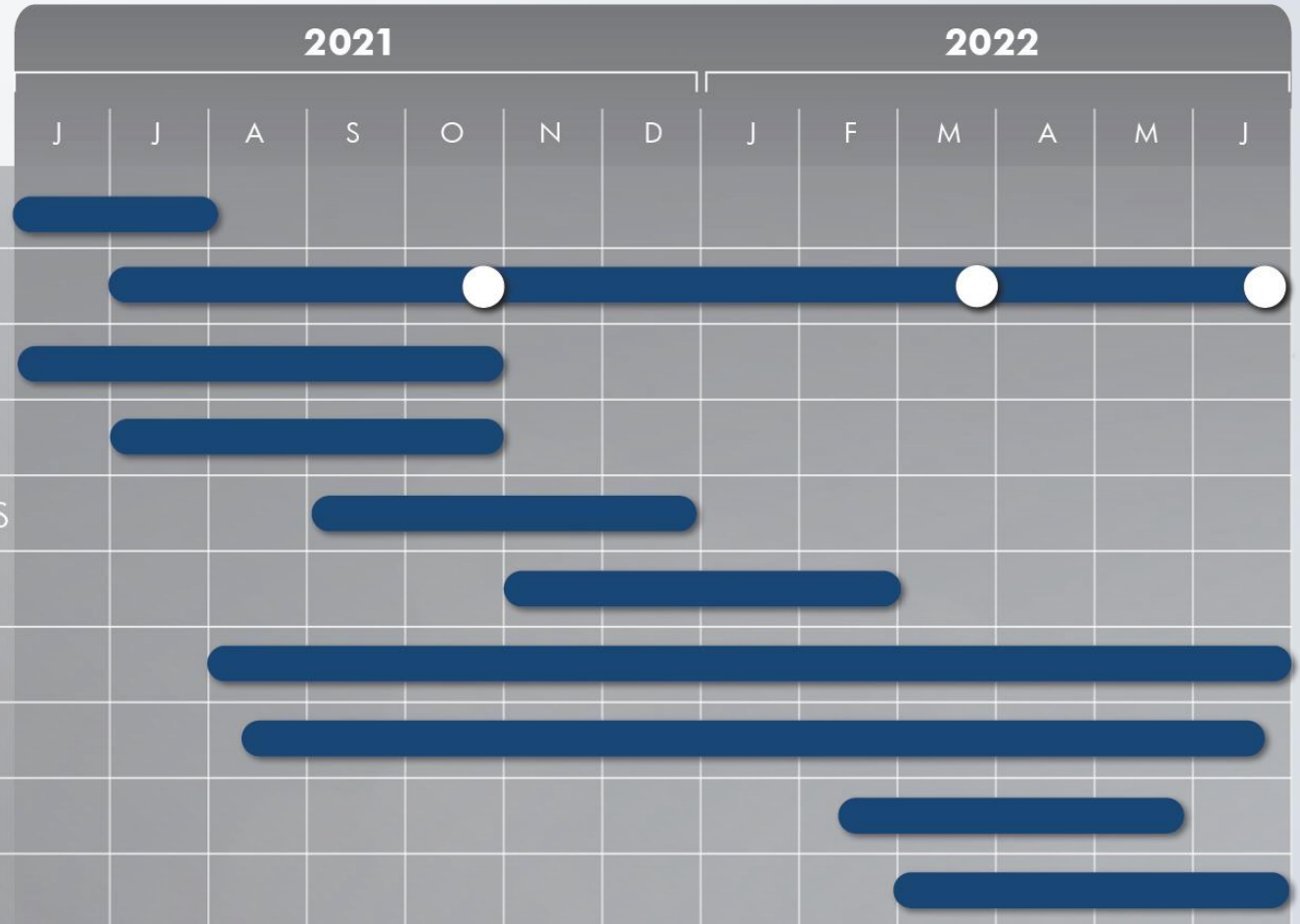
TASK 6: DEVELOP ALTERNATIVES & RECOMMENDED PLAN

TASK 7: HOT SPOT 1 ANALYSIS & EVALUATION DESIGN

TASK 8: AIRPORT LAYOUT PLAN

TASK 9: PROGRAM IMPLEMENTATION PLAN

TASK 10: PROJECT DOCUMENTATION



Master Plan Approval Process

- **Final Project Meetings:**
 - Tenants/Users/Stakeholders – June 29th at 3:30pm
 - Virtual Community Open House – June 29th at 6:00pm
- **Approval Steps:**
 - Federal Aviation Administration – Airport Layout Plan approval
 - Anticipate a 90 to 120-day review period
 - Airport Advisory Commission – Final Briefing
 - Colorado Springs City Council – Final Briefing

Question & Answer Session



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