



**COLORADO SPRINGS  
AIRPORT**

# **MASTER PLAN UPDATE**

**Stakeholder Open House**

**March 30, 2022**

**JVIATION<sup>®</sup>**

A WOOLPERT COMPANY

# Meeting Objectives

Today we will leave with:

- An understanding of the Airport Master Planning process
- A review of the inventory and forecast elements of the Master Plan
- Knowledge of the facility requirements, development alternatives, and recommended development concept
- An understanding of the surface transportation and environmental review work effort
- 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 don’t use the Chat for public comment
  - We appreciate everyone’s patience!

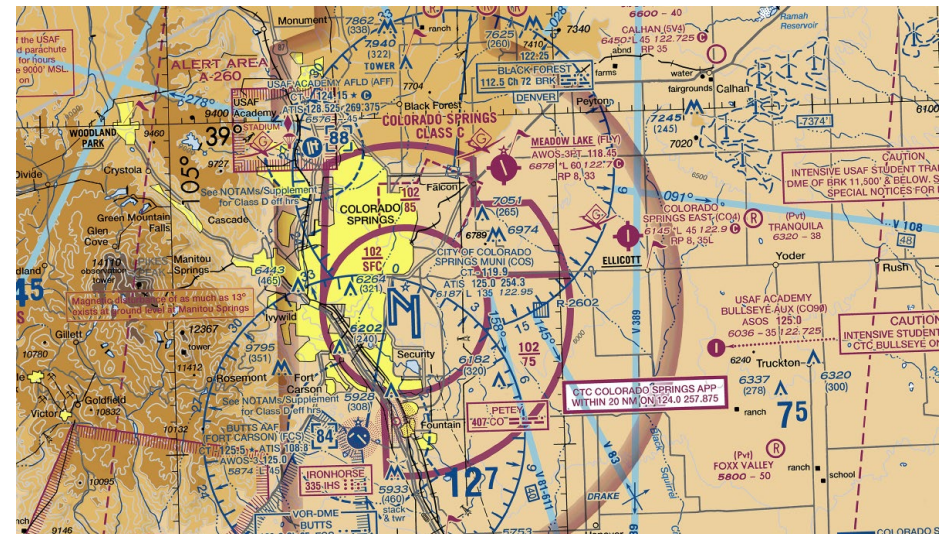


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# MASTER PLAN PROCESS

# Colorado's Small Airport

- Owned and operated by the City of Colorado Springs
- Began operations in 1925 and officially opened in 1927
- Military took control of the airport just prior to the US entry into WWII and later turned it back to the City, now home to **Peterson Space Force Base (PSFB)**
- Current size is 7200 acres including **Peak Innovation Park**
- Serving 9 year-round destinations and 2 seasonal destinations with American, Delta, Frontier, Southwest and United Airlines
- **Generates 25,093 jobs and provides \$3,426,931,000 in annual economic benefit**



# COS General Aviation Flight Map 2019

- **999** airports listed as the destination for aircraft departing COS
- **1050** airports listed as the origin for arriving aircraft



# Why Do We Master Plan Airports?

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**



# 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](http://www.coloradospringsairportmasterplan.com)

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## 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](http://WWW.COLORADOSPRINGSAIRPORTMASTERPLAN.COM)

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**Welcome**

Welcome to the official Colorado Springs Airport (COS) Master Plan project information web portal. 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  
Concepts
- 3 IMPLEMENTATION**  
Financial Planning  
Development Plan (DP)  
Final Master Plan  
Construction Plan

**PUBLIC ENGAGEMENT**

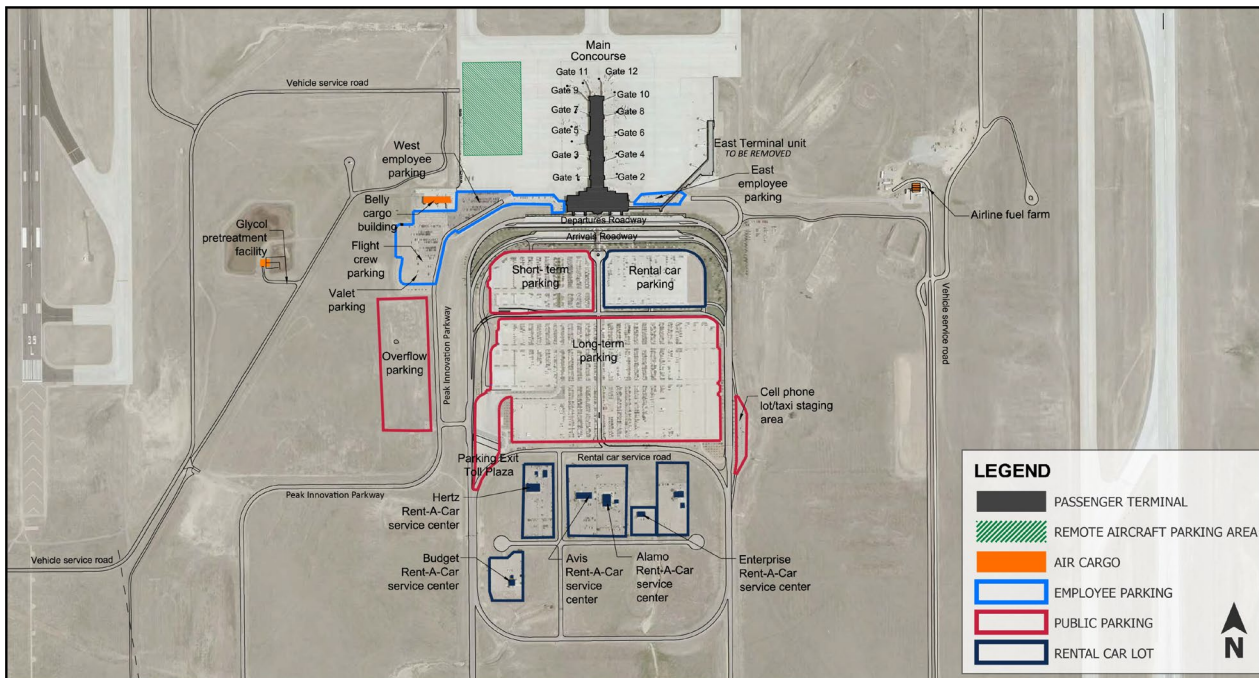


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# AIRPORT INVENTORY

# 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



# Clarifying Questions - Session #1



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
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# **AVIATION ACTIVITY FORECASTS**

# COS Market Area



# Aviation Activity Forecasting

Forecasts are prepared for activity category including **passenger enplanements, air cargo, aircraft operations, and based aircraft**

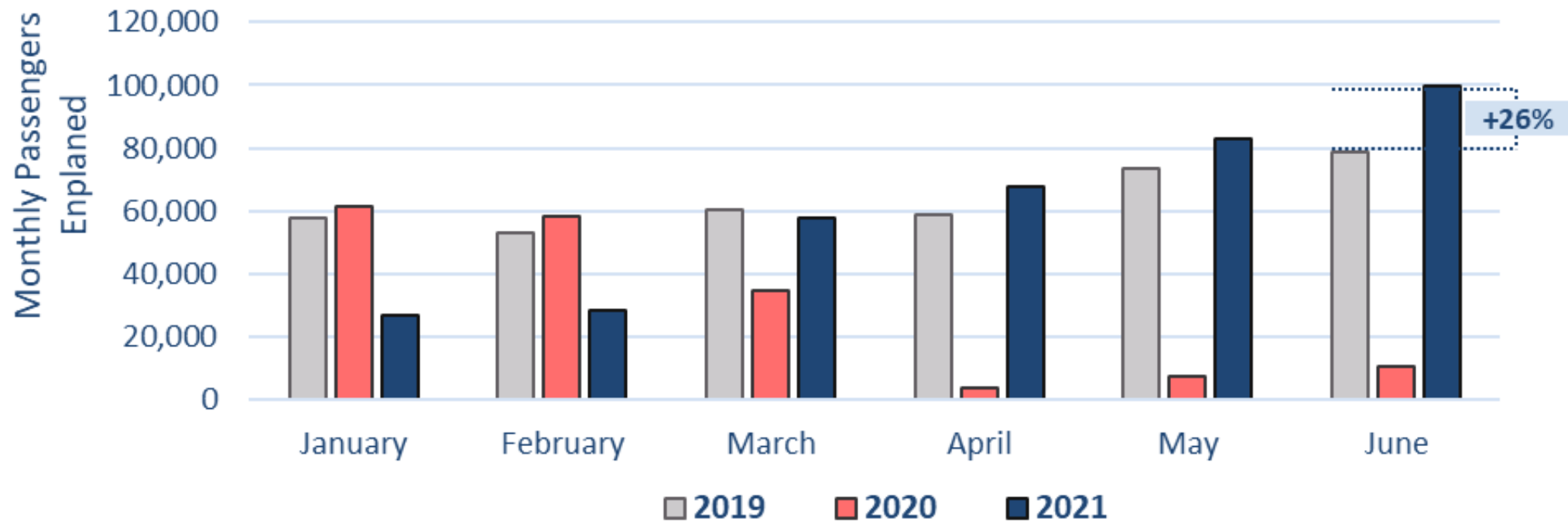


Seventeen forecast methodologies are utilized and not all are applicable to each category



From the methodologies used for each category of activity, *a select group of projections was chosen to represent low, medium, and high growth scenarios*



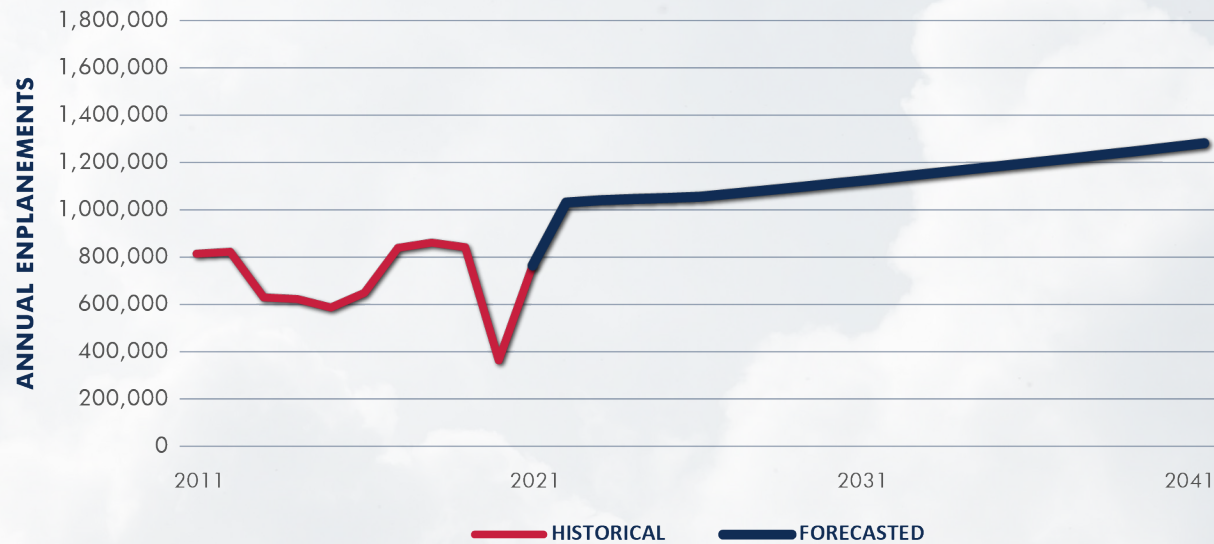
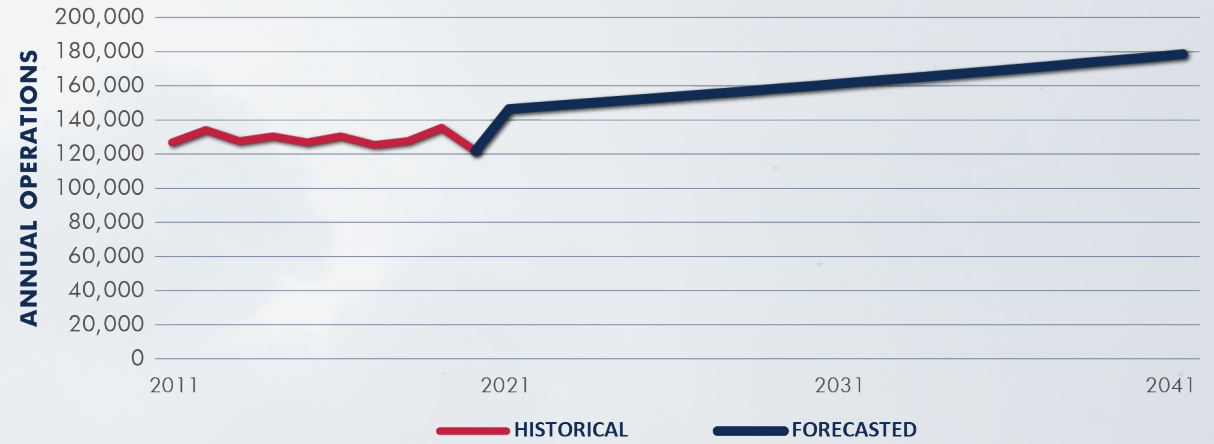
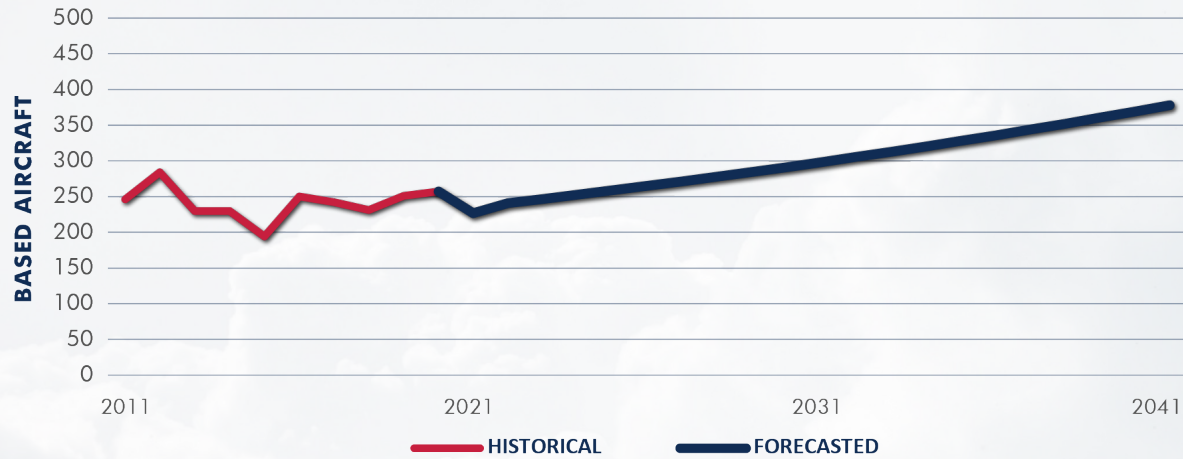


# COS Passengers Enplaned

COS enplaned more passengers in June 2021 than in any other month in at least the previous five years



# Forecasted Activity





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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

# Airfield and Airspace Surfaces



# Planning for Future Needs

## Planning Activity Levels:

*PALs help establish key development milestones based on activity levels rather than years. This provides the Airport with the flexibility to consider the expansion of facilities based on the actual timing that passenger demand levels are achieved rather than forecasted.*



# Facility Requirements Summary

Facility	Identified Requirement
<b>Airfield Facility Requirements</b>	
Airfield Demand Capacity	- No action required
Airport Design Standards	- Decouple Runway 17R-35L from Runway 13-31
Runways	- Move Runway 17R threshold 1,790 feet south, extend Runway 35L south
	- Separate Taxiway A from Runway 17R-35L to 500 feet
	- Shift high-speed exit Taxiway E4
Taxiways	- Realign a short section of Taxiway B
	- Add bypass taxiway to Runway 17L end
	- Revise connectors to the Runway 13 end
	- Realign taxiway connectors with Runway 17L-35R shift and Taxiway A separation
Airfield Pavement	- No action required
Airport Visual Aids	- No action required
Navigational Aids (NAVAIDS)	- 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
<b>Passenger Terminal Requirements</b>	
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

Facility	Identified Requirement
<b>General Aviation and Cargo Requirements</b>	
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
<b>Support Facility Requirements</b>	
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 aprons on east and west sides 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





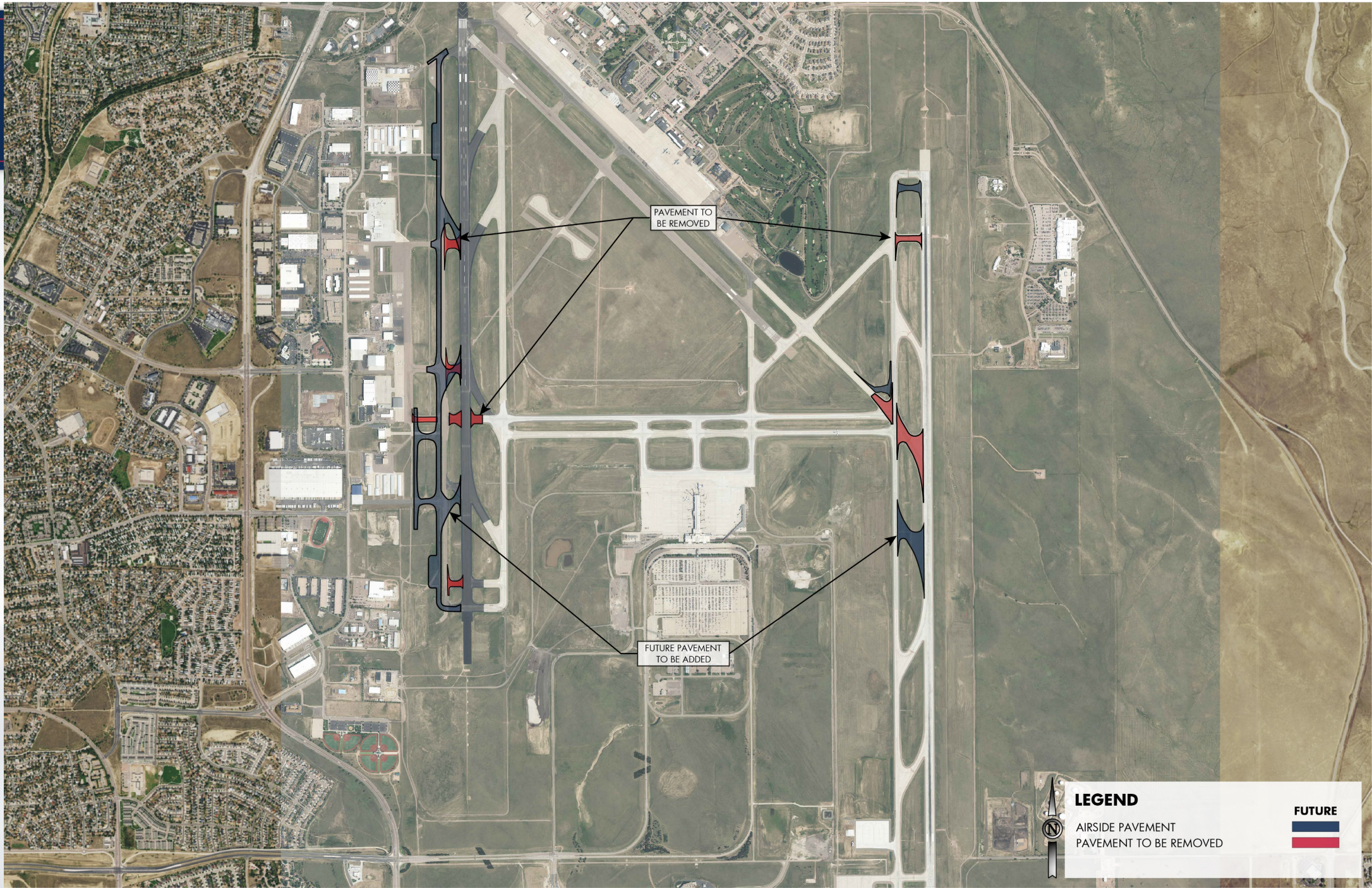
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# ALTERNATIVES



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# Airfield



PAVEMENT TO  
BE REMOVED

FUTURE PAVEMENT  
TO BE ADDED



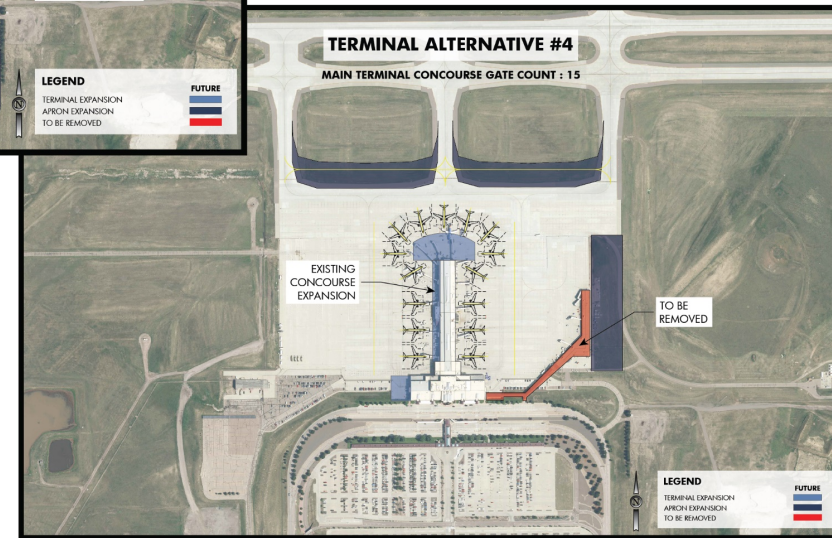
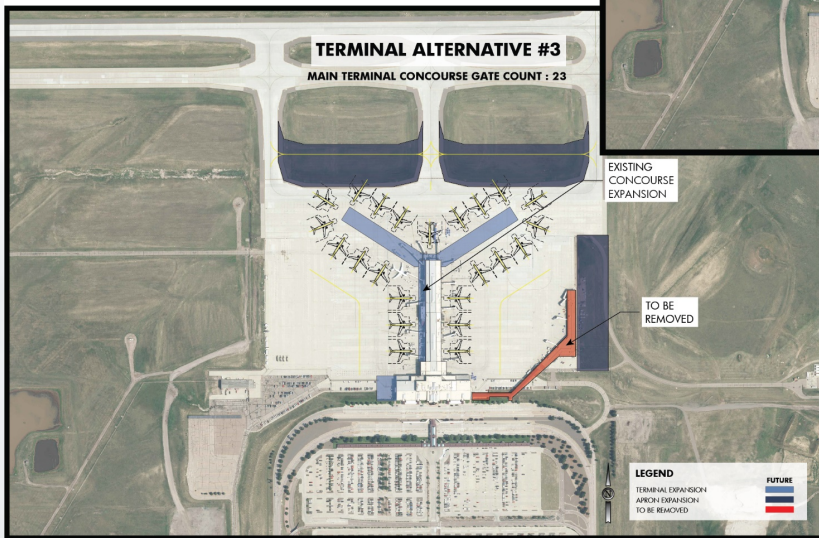
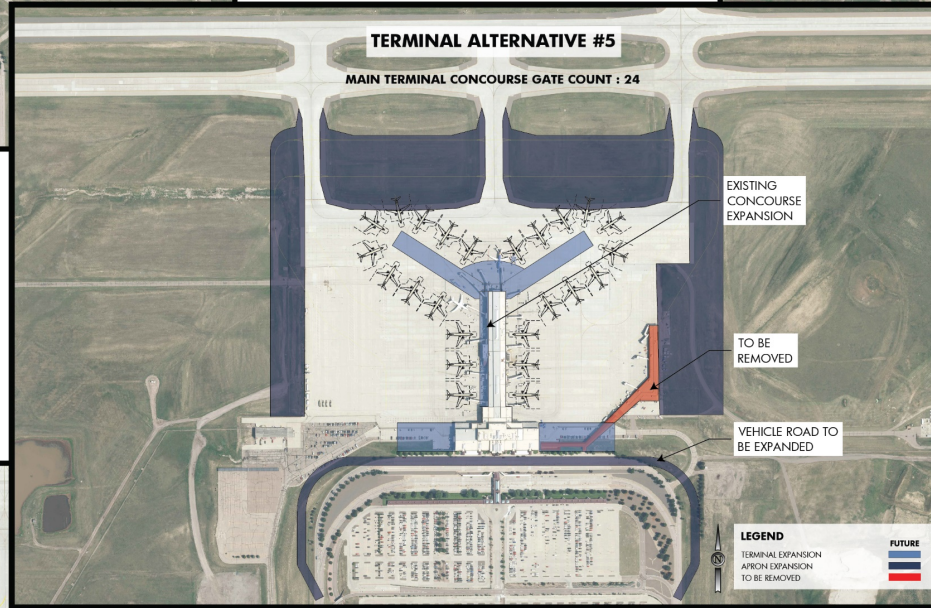
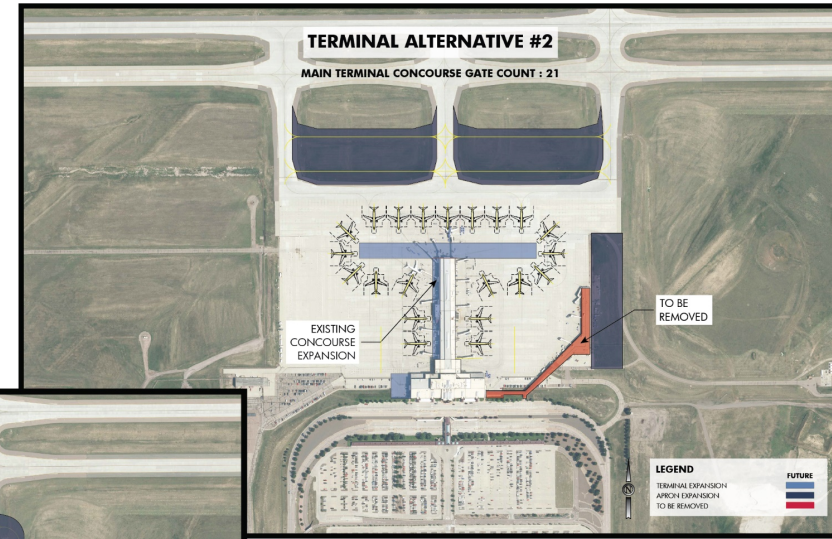
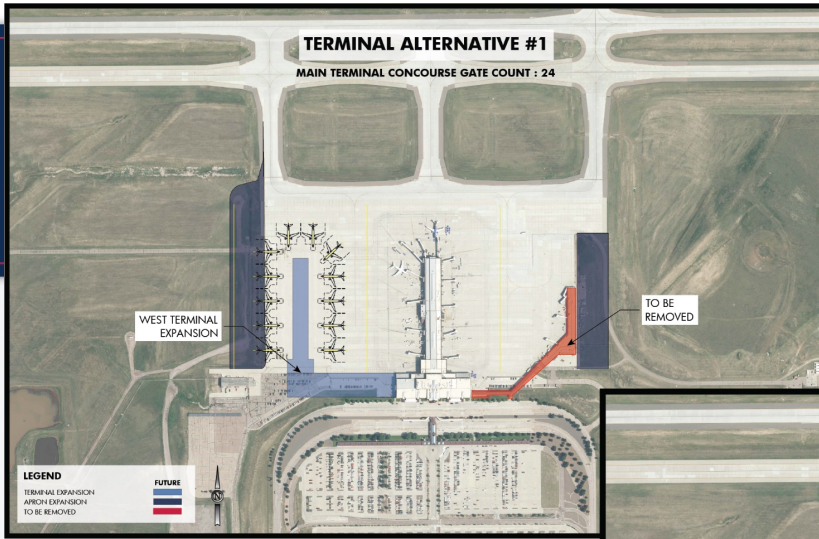
## LEGEND

AIRSIDE PAVEMENT  
PAVEMENT TO BE REMOVED

FUTURE



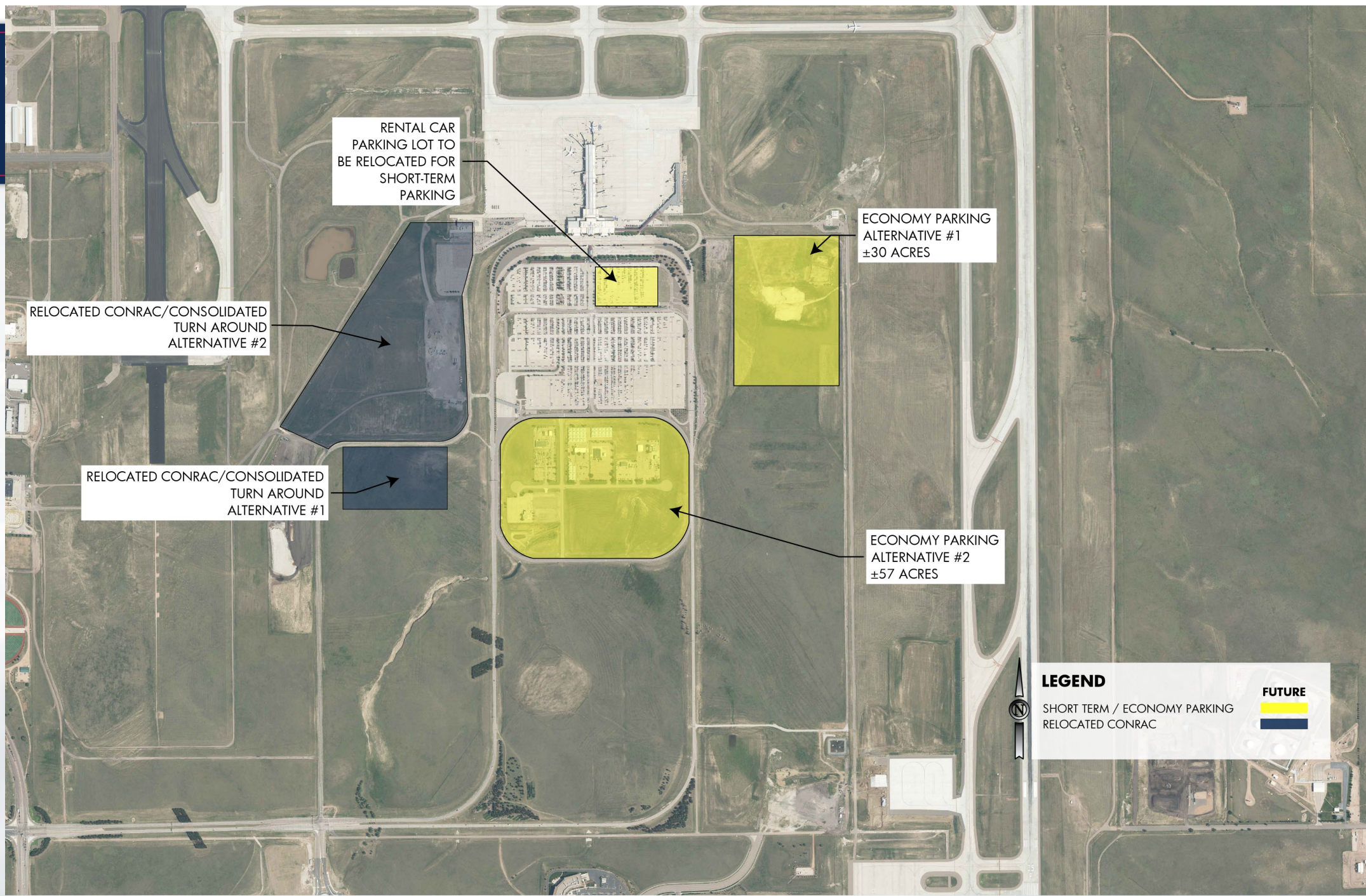
# Passenger Terminal





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# Automobile Parking and Rental Cars



RENTAL CAR  
PARKING LOT TO  
BE RELOCATED FOR  
SHORT-TERM  
PARKING

RELOCATED CONRAC/CONSOLIDATED  
TURN AROUND  
ALTERNATIVE #2

RELOCATED CONRAC/CONSOLIDATED  
TURN AROUND  
ALTERNATIVE #1

ECONOMY PARKING  
ALTERNATIVE #1  
±30 ACRES

ECONOMY PARKING  
ALTERNATIVE #2  
±57 ACRES

### LEGEND

SHORT TERM / ECONOMY PARKING  
RELOCATED CONRAC

FUTURE





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# Westside Development





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# Airport Traffic Control Tower





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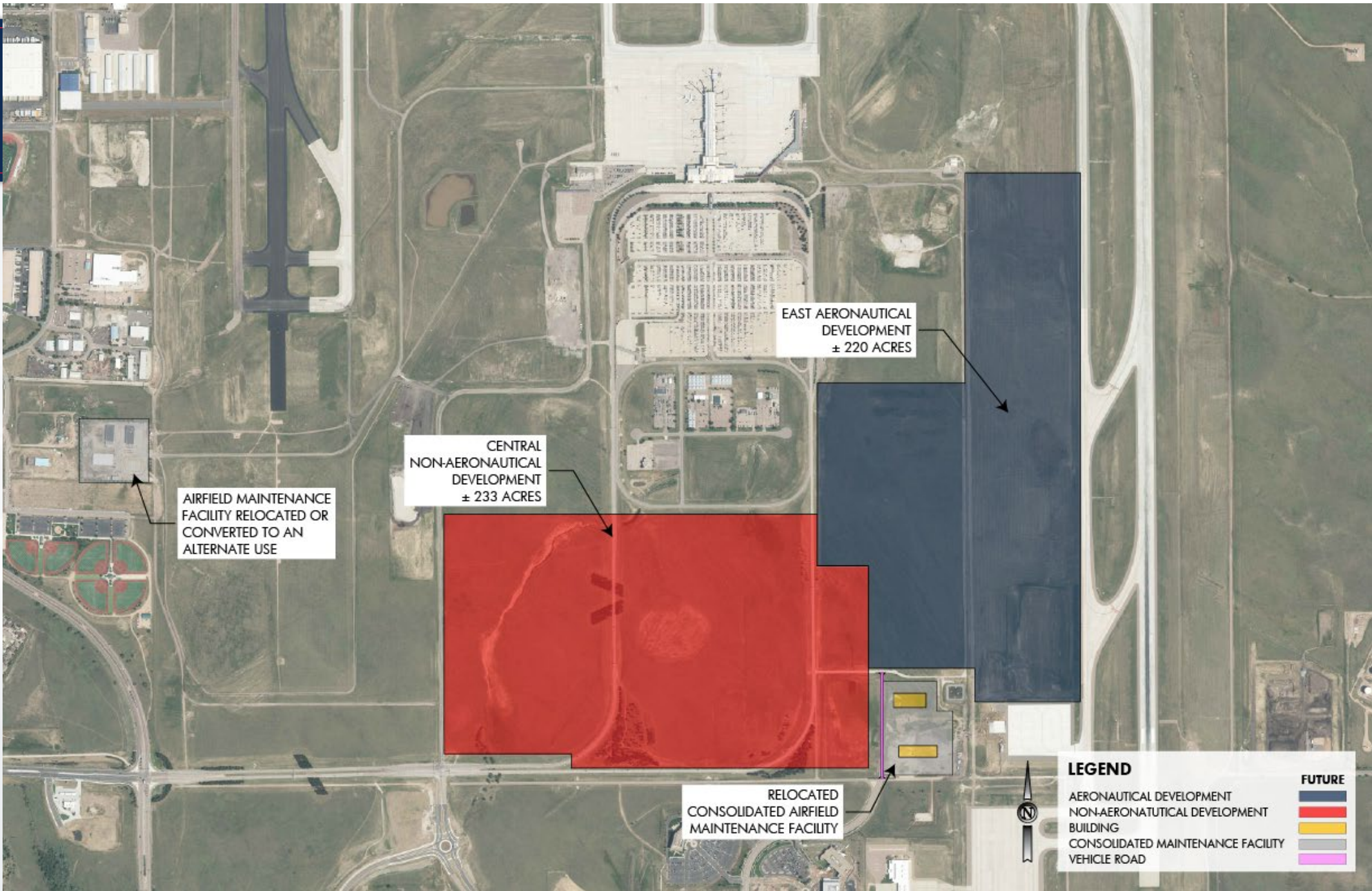
# Airport Surveillance Radar & East Deicing Apron





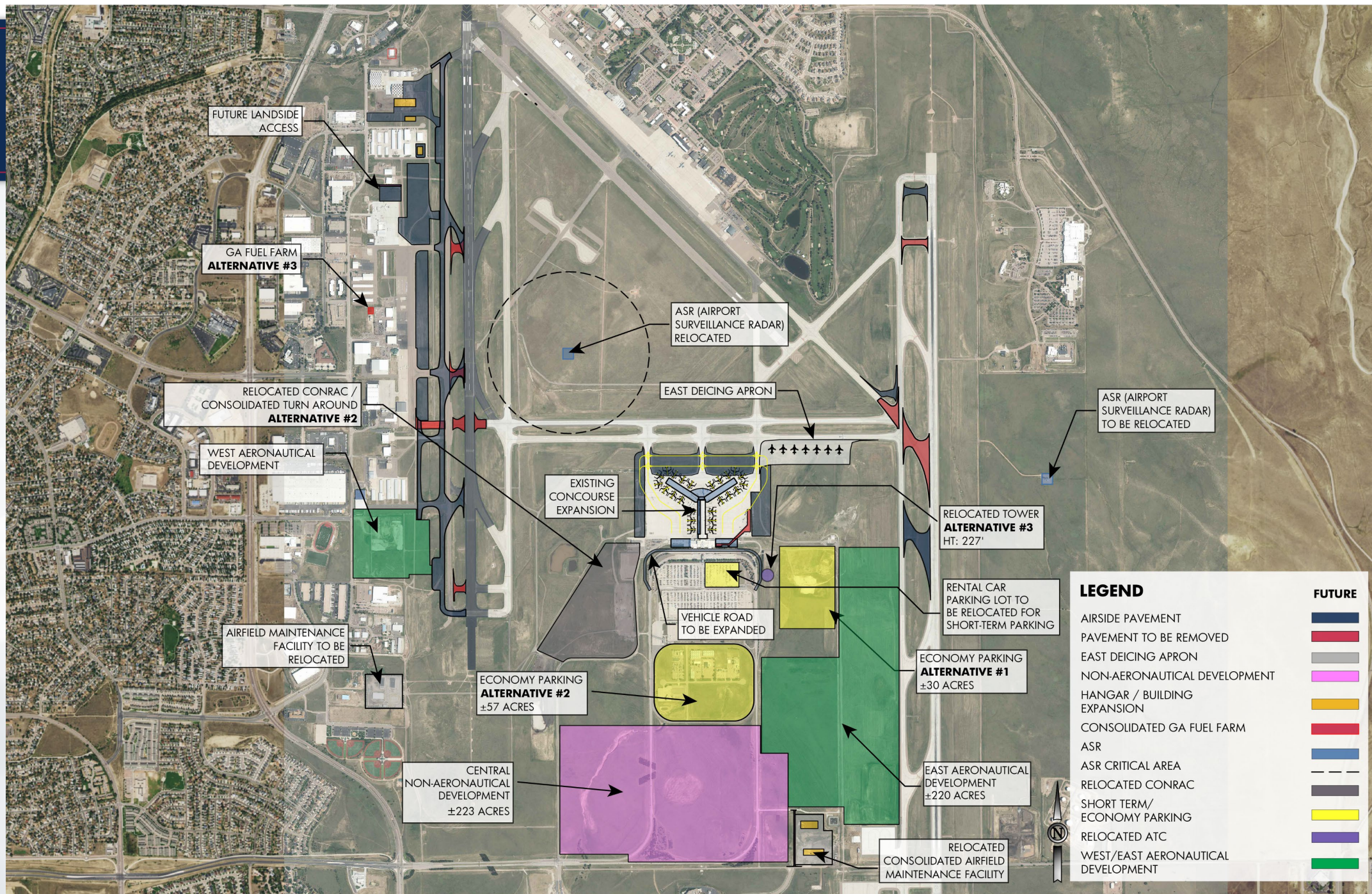
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# Consolidated Airfield Maintenance & East Hangar Development





# Recommended Development Plan



**LEGEND**

AIRSIDE PAVEMENT		<b>FUTURE</b>
PAVEMENT TO BE REMOVED		
EAST DEICING APRON		
NON-AERONAUTICAL DEVELOPMENT		
HANGAR / BUILDING EXPANSION		
CONSOLIDATED GA FUEL FARM		
ASR		
ASR CRITICAL AREA		
RELOCATED CONRAC		
SHORT TERM/ ECONOMY PARKING		
RELOCATED ATC		
WEST/EAST AERONAUTICAL DEVELOPMENT		

# Hot Spot Analysis

- Primary focus is to address decoupling of **Runway 13/31** and **17R/35L**
- Decoupling will result in a shift of the runway to the south to maintain operational aspects of 17R/35L
- Additional hot spots and modifications to standards, directly impacted by this work will also be improved



**South Phases**  
Extend Runway 35L by 2,500 LF

**North Phases**  
Reduce Runway 17R by 1,790 LF



**Cross Wind Phases**  
Reduce Runway 13 by 910 LF

# Runway 17L/35R

- Current work effort is focused on Hot Spot mitigation, preliminary earthwork, and phasing concepts

# Clarifying Questions - Session #2



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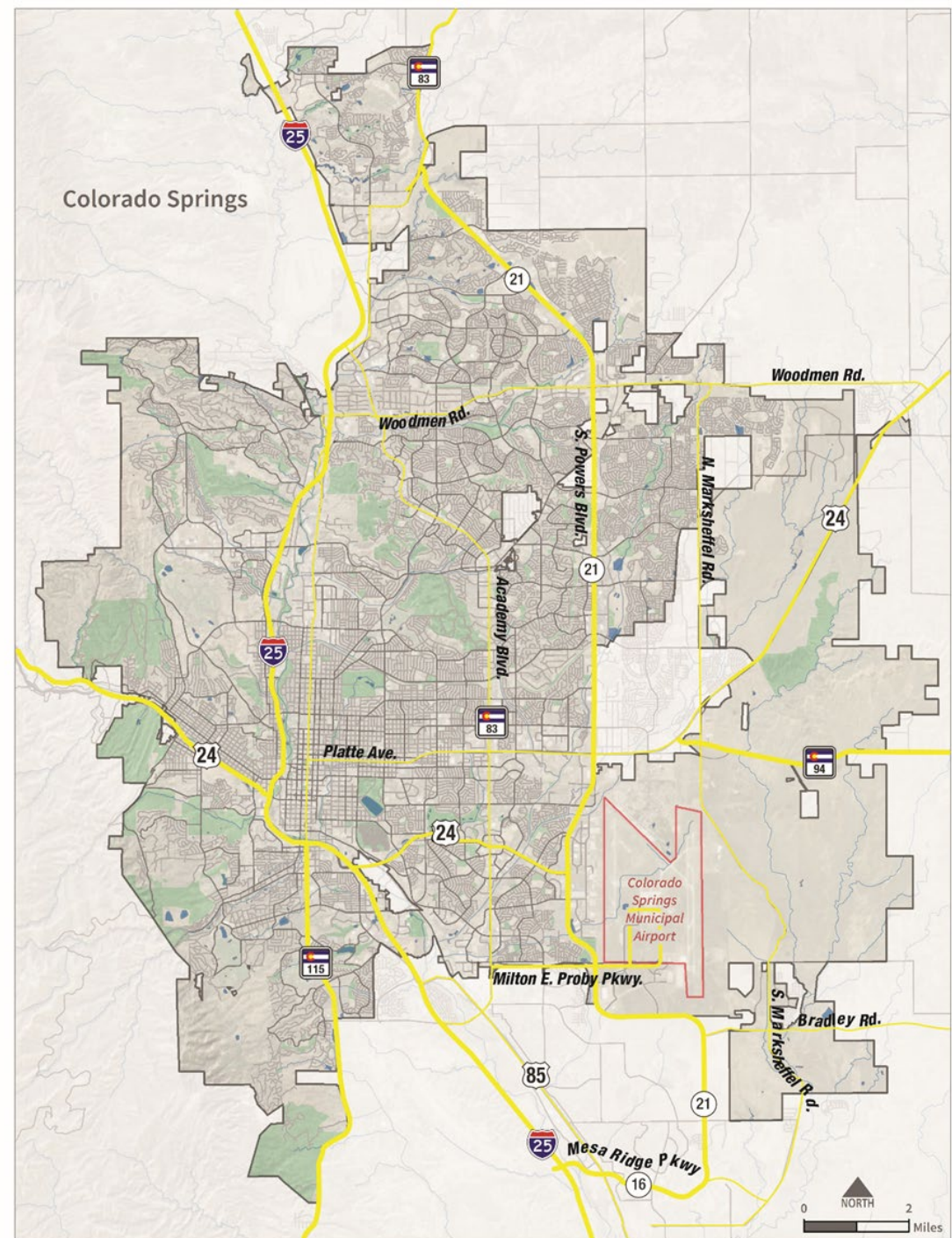
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# **SURFACE TRANSPORTATION**

# Regional Access Routes

## Regional Routes

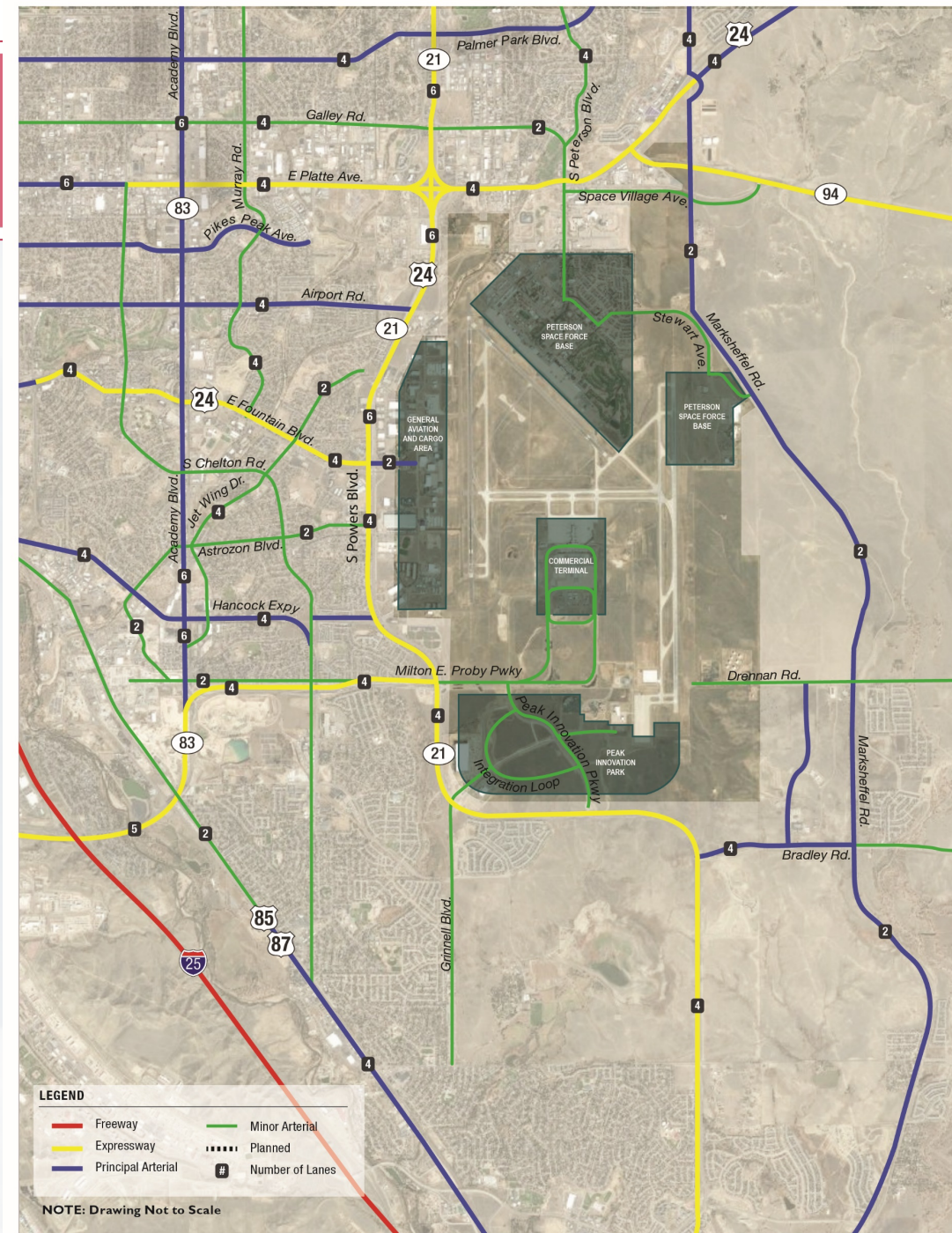
- I-25
- US 24, US 85
- State Highways (SH) 16, 21, 83, 94
- Local Corridors (East-West):
  - Milton E Proby Pkwy, Platte Ave, Woodmen Rd, Bradley Rd
- Local Corridors (North-South):
  - Academy Blvd, Marksheffel Rd



# Airport Area Roadway Network

## Access Routes

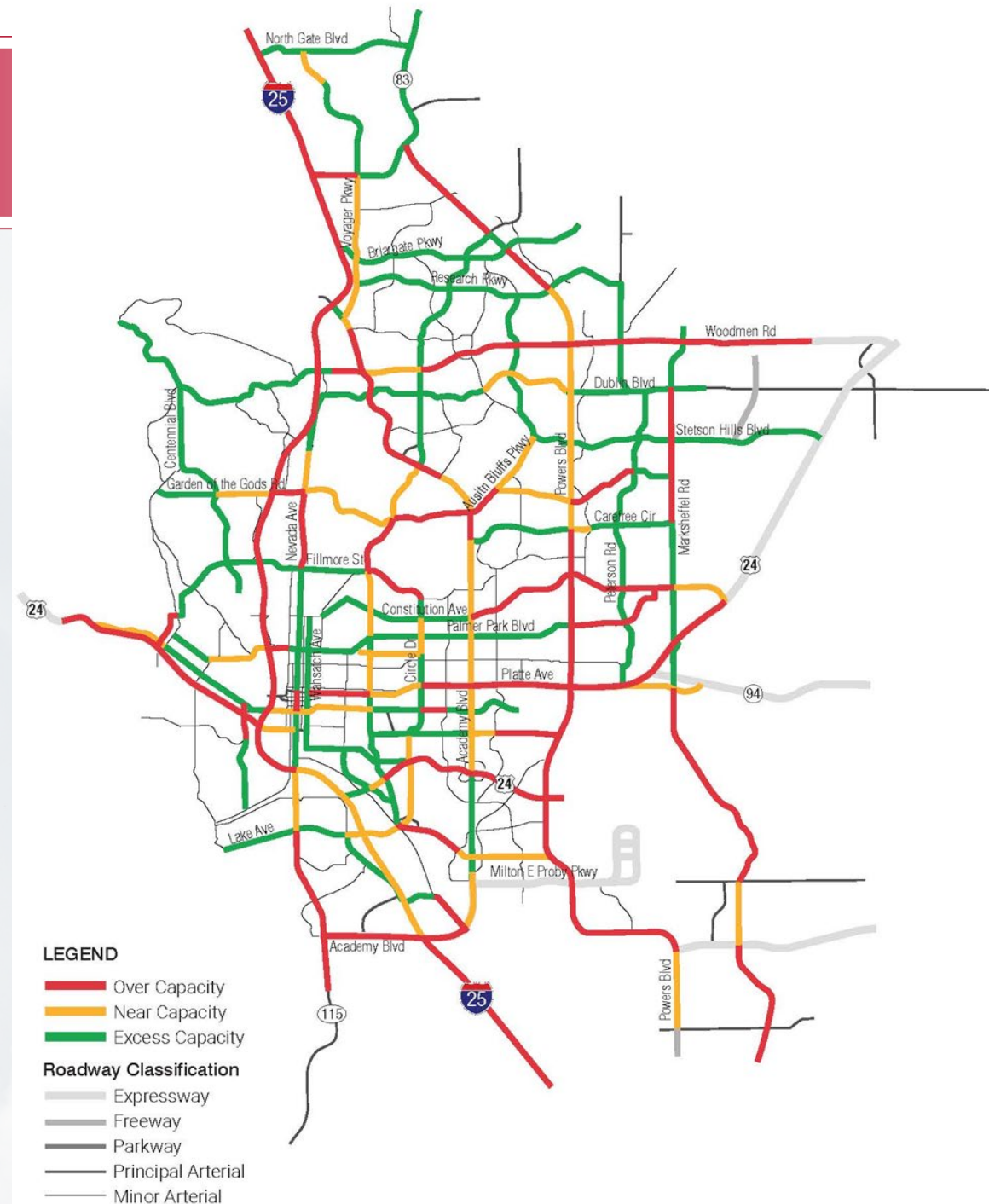
- Milton E Proby Pkwy
- Hancock Expwy
- Astrozon Blvd
- Fountain Blvd
- Aeroplaaza Dr
- Airport Rd
- Peterson Blvd
- Marksheffel Rd
- Peak Innovation Pkwy
- Integration Loop
- Grinnell Blvd



# 2045 Forecasts

Segments of the Following Roads  
Forecasted to be Over Capacity without  
Improvements:

- US 24
- Platte Ave
- Powers Blvd
- Marksheffel Rd
- S. Academy @ I-25
- Airport Rd





# Transportation Challenges & Issues

- **Airport Access to the East**
  - Need to provide effective access to growing parts of Colorado Springs and El Paso County to the east
- **Address Congestion**
  - Need improvements to address future congestion on key Airport access routes (Power, Marksheffel, Academy, US 24, Airport Rd)
- **Improved Connection & Wayfinding from I-25**
  - Improve wayfinding and traffic flow via Academy Blvd/Proby Pkwy and US 24
- **Improved Public Transit Connections**
  - Provide additional public transit options beyond current Route 37
- **Improved Bike Access**
  - Provide additional opportunities for commuting and recreational biking for Airport employees and other surrounding employment sites

# Clarifying Questions - Session #3



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# **ENVIRONMENTAL ANALYSIS**



# 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 are being developed and will be included as an appendix

# Environmental Summary

## Summary of existing environmental resources on and near the Airport

Environmental Category	Summary
<b>Air Quality</b>	In maintenance for carbon monoxide, in attainment for other pollutants
<b>Biological Resources</b>	No critical habitats present at the Airport, some species may be present on Airport property
<b>Climate</b>	Operational and construction related emissions may contribute to GHG's
<b>Department of Transportation Act, Section 4(f)</b>	Numerous public parks and the Bluestem Prairie Open Space are located in proximity to the Airport. Historic resources are also present on Peterson SFB
<b>Farmlands</b>	Limited amount of prime farmland is present but is already developed and is unlikely to be farmland due to lack of irrigation
<b>Hazardous Materials, Solid Waste, and Pollution Prevention</b>	Storage tanks for hazardous materials are located on the Airport, as well as usage for ARFF and deicing practices. A former landfill is also present near Runway 35L.
<b>Historical, Architectural, Archeological, and Cultural Resources</b>	A Historic District is located on Peterson SFB with four buildings included on the NRHP
<b>Natural Resources and Energy Supply</b>	The Airport uses energy typical of its size and anticipates a similar level of consumption in the future
<b>Noise and Noise-Compatible Land Use</b>	Land Use Compatibility Study to include updated noise contours was completed in 2020. Residential areas exist to the west, north, and south
<b>Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks</b>	Community demographics should be reviewed prior to projects with potential impacts to ensure negative socioeconomic impacts are mitigated
<b>Light Emissions, Visual Resources, and Visual Character</b>	The Airport uses lighting systems, although with minimal impact to the community. Lights are located away from residential communities and are screened by buildings in most instances
<b>Wetlands</b>	Limited presence to the north and west, primarily located just off Airport property
<b>Floodplain</b>	Limited presence to the north as part of the East Fork Sand Creek
<b>Surface and Ground Waters</b>	Three surface water features are included as part of the Peterson SFB Golf Course
<b>Wild and Scenic Rivers</b>	The nearest wild and scenic river to the Airport is the Rio Grande River located over 100 miles to the south

# Resiliency and Sustainability

Airport resiliency addresses how well an airport can respond and continue to operate in the face of unexpected challenges such as:

- Natural disasters
- Climate changes
- Pilot strikes
- Air traffic control (ATC) strikes
- Fuel/energy crises
- National security incidents (like September 11, 2001) and their aftermath
- Recessions
- COVID-19 and other medical crises

This Master Plan discusses resiliency in terms of the ***natural environment***

*Resiliency: “The ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges—including human-caused and natural disasters—and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations.”*

*Colorado House Bill 18-1394*

- Temperature changes
  - Higher average spring and summer temperatures and very hot days
  - Decreased number of very cold nights
- Snowpack variability resulting in drought and flooding
- Severe weather – thunderstorms, hail, flash floods, blizzards (bomb cyclone), tornadoes
- Drought resulting in increased wildfire risks
- Projections show changes in precipitation patterns, rising temperatures, and increased areas of drought





# Airport Resiliency

- **Energy resilience** - ensures a reliable, steady supply of energy, and contingency measures in place in the event of a power failure
  - Reduction of energy needs
  - Emergency plan in place for utility outages
  - Back-up generators and batteries in place
- **Water resilience** – ability to continually provide safe drinking water and properly treated wastewater during and after an emergency
  - Reduced consumption
  - Develop emergency response plan for water inaccessibility
- **Climate resilience** - ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to the changing climate
  - Buildings are equipped for emergencies
  - Prepare a resiliency management plan



# Recycling, Reuse, and Waste Reduction Plan

Per the FAA Modernization and Reform Act, new or updated master plans must address issues relating to solid waste recycling at the Airport including:

- The feasibility of solid waste recycling at the airport
- Minimizing the generation of solid waste at the airport
- Operation and maintenance requirements
- Review of waste management contracts
- The potential for cost savings or the generation of revenue





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**NEXT STEPS**

# Be A Part of the Plan!

- ✓ Review and comment on draft chapters by ***April 22, 2022***
- ✓ Chapters and presentation will be available online today at [www.coloradospringsairportmasterplan.com](http://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](http://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

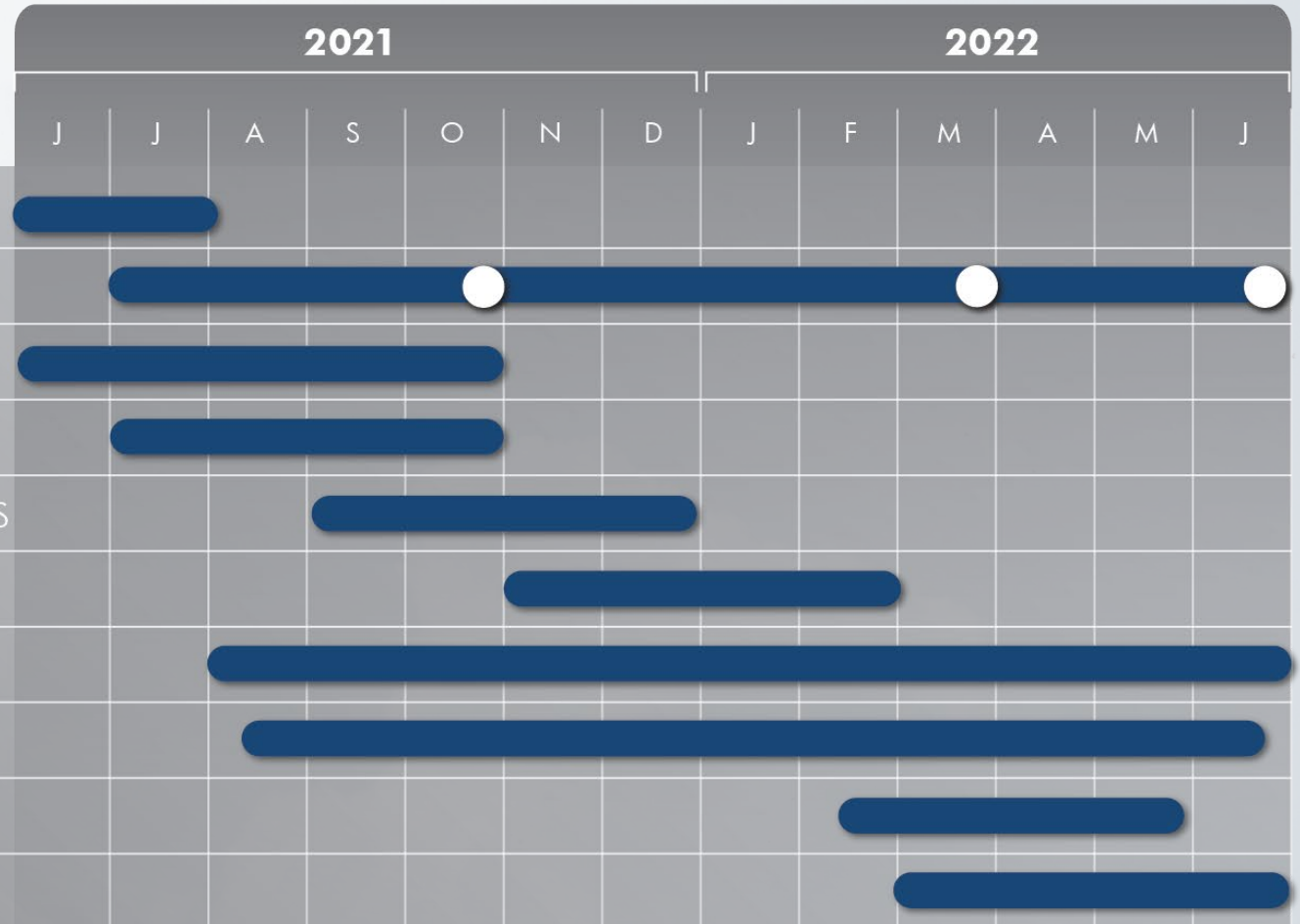
TASK 6: DEVELOP ALTERNATIVES & RECOMMENDED PLAN

TASK 7: HOT SPOT 1 ANALYSIS & EVALUATION DESIGN

TASK 8: AIRPORT LAYOUT PLAN

TASK 9: PROGRAM IMPLEMENTATION PLAN

TASK 10: PROJECT DOCUMENTATION



# Question & Answer Session



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