

MEETING #4

Project Advisory Committee (PAC)

March 11, 2020



Agenda

- PAC Meeting #3 Recap
- Progress Since the Last PAC Meeting
- System Needs
- System Financial Needs
- Alternatives Analysis
- CEIS Results
- Documentation
- Next Steps



A white propeller plane with blue stripes is parked on a runway. The background shows a vast, flat landscape with mountains in the distance under a blue sky with scattered white clouds.

PAC Meeting #3 Recap

August 28, 2019

PAC Meeting #3 Topics



- Activity Forecasts
 - Trends (Commercial and GA)
 - Enplanements
 - Based Aircraft
 - GA operations
 - Commercial Operations
- Existing System Performance
 - Performance measures
 - Facility and service objectives
- Economic Impact Study Update
 - Preliminary results

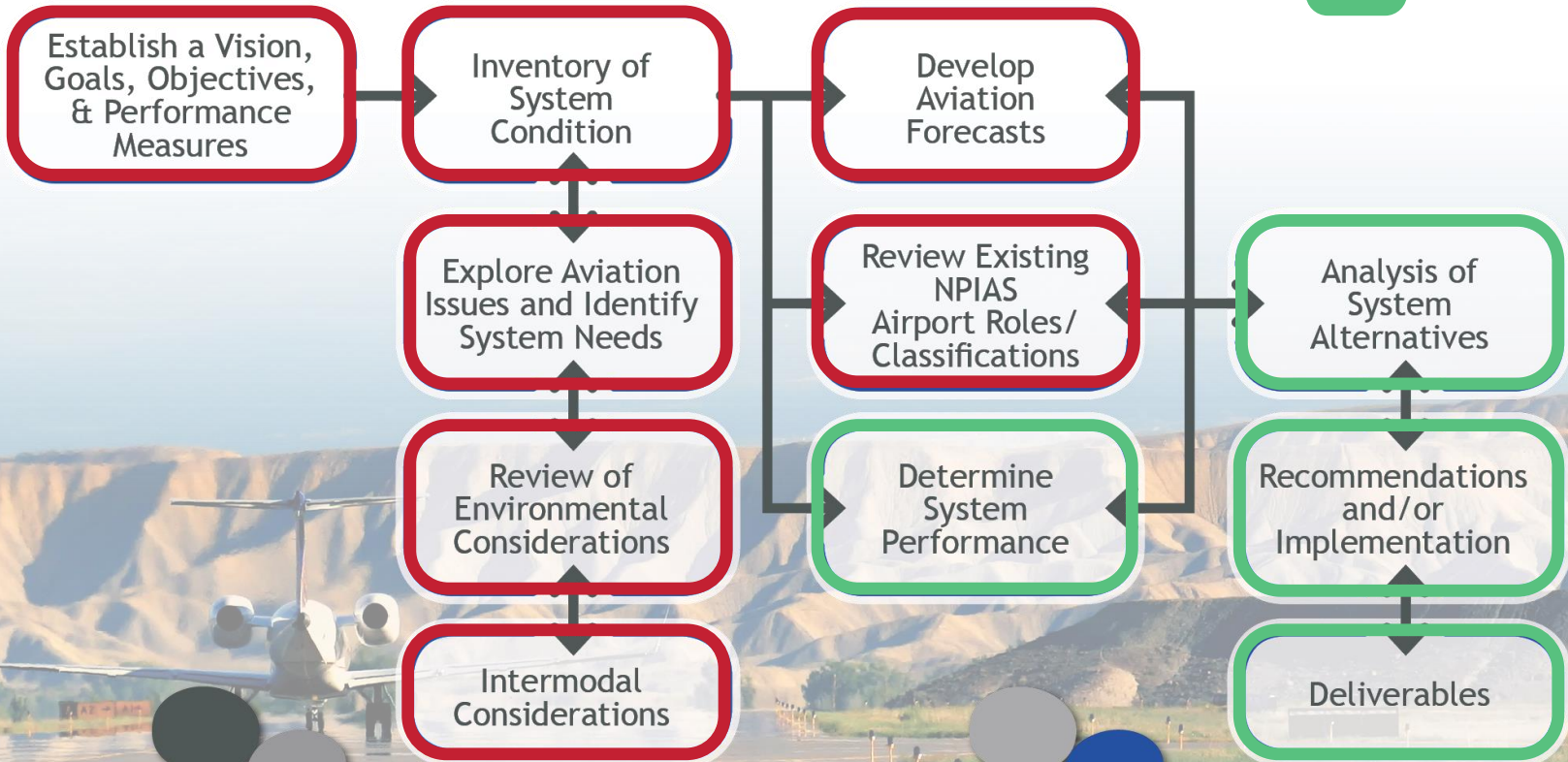




Since the Last PAC Meeting

CASP Process Progress

 = Complete
 = Underway





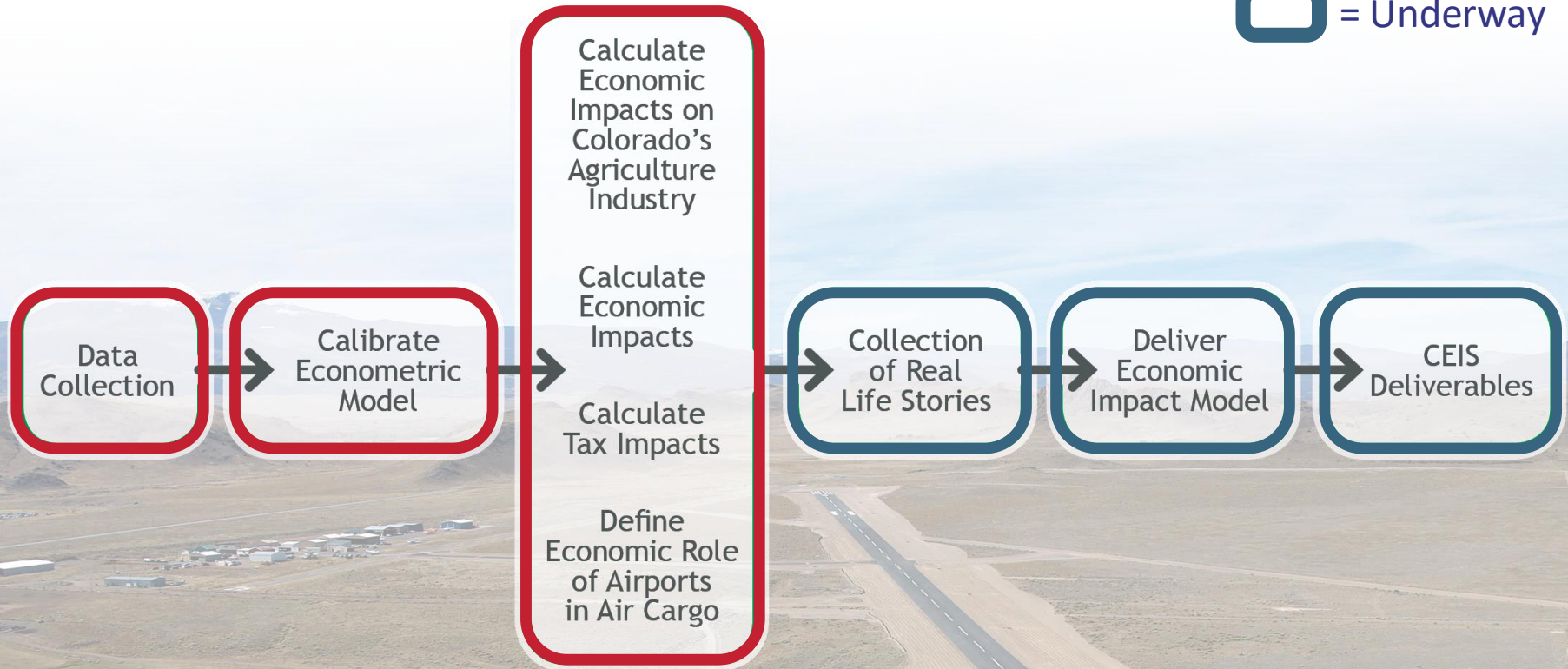
CASP Documentation Progress

CASP Draft Technical Report Chapters

- Chapter 1: Study Design and Goals (PDF)
- Chapter 2: Inventory of System Condition (PDF)
- Chapter 3: Supplemental System Context (PDF)
- Chapter 4: Aviation System Issues (PDF)
- Chapter 5: Airport Role and Classification Analysis (PDF)
- Chapter 6: Existing System Performance (PDF)
- Chapter 7: Forecasts of Aviation Demand (*Draft - awaiting FAA approval*)
- Chapter 8: Future System Performance (*to be provided*)
- Chapter 9: Alternatives Analysis (*to be provided*)
- Chapter 10: Recommendations and Implementation Plan (*to be provided*)
- Appendix A: Land Use Evaluation (PDF)
- Appendix B: Airport Report Cards (PDF)
- Appendix C: 2018 Airport Performance Data (PDF)

CEIS Process and Progress

 = Complete
 = Underway



CEIS Documentation Progress

- Tech Memo 1: Data Collection Process (PDF)
- Tech Memo 2: Economic Impact Methodology (PDF)
- Tech Memo 3: Tax Revenue Analysis (PDF)
- Tech Memo 4: Economic Role of Air Cargo in Colorado (PDF)
- Tech Memo 5: Colorado's Agricultural Sector and Airports (PDF)
- Tech Memo 6: Summary of Economic Impact Results (to be provided)
- Full Technical Report (to be provided)

2020 Colorado Aviation Economic Impact Study (CEIS) Individual Airport Results

For more information on the methodology to quantify airport economic impacts, please refer to Tech Memo #2: Economic Impact Methodology.

Animas Air Park (OOC)	Fremont County (1V6)	Montrose Regional (MTJ)
Aspen-Pitkin County (ASE)	Glenwood Springs Municipal (GWS)	North Fork Valley (7V2)
Astronaut Kent Rominger (RCV)	Granby-Grand County (GNB)	Northern Colorado Regional (FNL)
Blake Field (AJZ)	Grand Junction Regional (GJT)	Perry Stokes (TAD)
Blanca (05V)	Greeley-Weld County (GXY)	Pueblo Memorial (PUB)
Boulder Municipal (BDU)	Gunnison-Crested Butte Regional (GUC)	Rangely (4V0)
Brush Municipal (7V5)	Harriet Alexander Field (ANX)	Rifle Garfield County (RIL)
Calhan (5V4)	Haxtun Municipal (17V)	Rocky Mountain Metropolitan (BJC)
Centennial (APA)	Holly (K08)	Saguache Municipal (04V)
Central Colorado Regional (AEJ)	Holyoke (HEQ)	San Luis Valley Regional (ALS)
Colorado Air and Space Port (CFO)	Hopkins Field (AIB)	Silver West (C08)
Colorado Plains Regional (AKO)	Julesburg Municipal (7V8)	Spanish Peaks Airfield (4V1)
Colorado Springs Municipal (COS)	Kit Carson County (ITR)	Springfield Municipal (8V7)
Cortez Municipal (CEZ)	La Junta Municipal (LHX)	Steamboat Springs (SBS)
Craig-Moffat (CAG)	Lake County (LXV)	Sterling Municipal (5TK)
Crawford (99V)	Lamar Municipal (LAA)	Stevens Field (PSO)
Cuchara Valley (07V)	Las Animas-Bent County (7V9)	Telluride Regional (TEX)
Denver International (DEN)	Leach (1V8)	Vance Brand (LMO)
Durango-La Plata County (DRO)	Limon Municipal (LIC)	Walden-Jackson County (33V)
Eads Municipal (9V7)	Mc Elroy Airfield (20V)	Westwinds (D17)
Eagle County Regional (EGE)	Meadow Lake (FLY)	Wray Municipal (2V5)
Erie Municipal (EIK)	Meeker/Coulter Field (EEO)	Yampa Valley (HDN)
Fort Morgan Municipal (FMM)	Mineral County Memorial (C24)	Yuma Municipal (2V6)



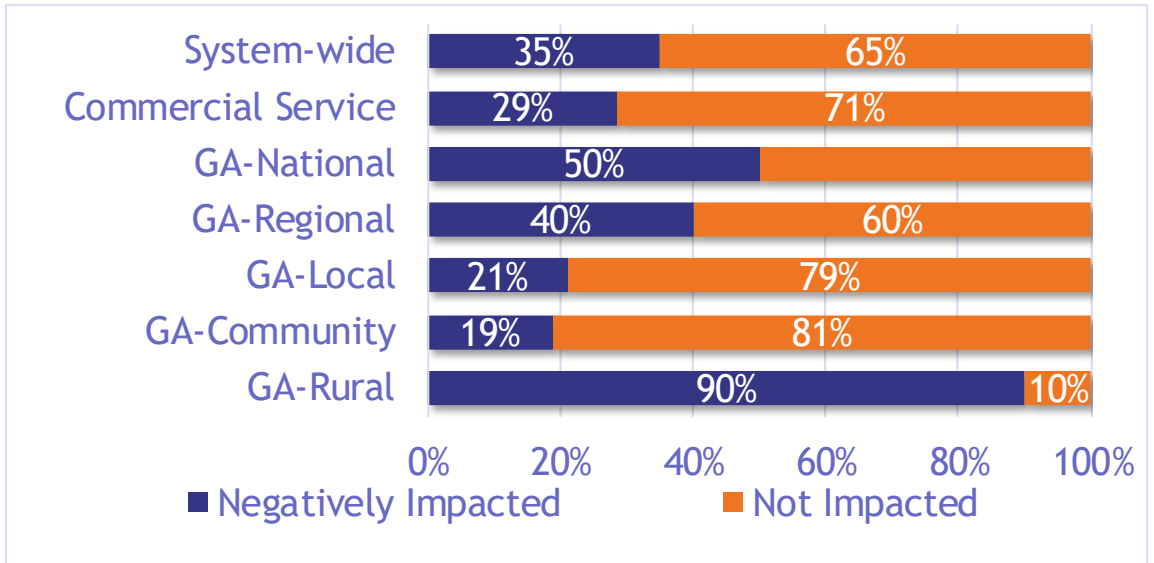
System Needs

Existing System Performance

Chapter 6 presented results of all:

- Performance Measures (PMs)
- System Indicators (SIs)
- Facility & Service Objectives (FSOs)

Percent of airports with approaches negatively impacted by obstructions



Future System Needs

- Each **PM** examined to determine where future performance should be and what actions are needed
- SIs were not examined for future changes
- **FSO** analysis identified projects to meet identified FSOs
- Certain **demand-driven elements** impacted by future 2038 forecasts:
 - ARC
 - Operational Demand / Capacity
 - Terminal space
 - Hangar space
 - Apron tie-downs

Bringing Together Initial Thoughts and Study Results:



Discussed with CDOT what they thought the biggest infrastructure priority needs were



Discussed at PAC Meeting #1 trends and issues with highest potential impact on system

CDOT's Initial Infrastructure Priorities (from Project Kickoff)

- Pavement
- Terminals (small commercial/resort airports)
- Parking apron for air carriers
- Multi-use buildings (SRE, maintenance, pilot lounge)
- Utilities (water, cable, sewer, septic)

PAC Highest Priority Trends/Issues

- Technology (automation)
- Labor
- Alternate fuels/energy
- Increasing capital project costs/less funding
- Mountain airports (seasonal needs, aging terminals, runway length)
- Population growth
- Economic changes
- Land use compatibility/encroachment

These are referenced more widely used in a subsequent task

PMs Analysis

Performance Measures



Performance Measures	
Performance Measures	Percent of airports with approaches negatively impacted by obstructions
	Percent of airports that have full perimeter wildlife fencing
	Percent of airports that have adopted appropriate land use controls
	Percent of NPIAS airports that meet current FAA design standards under AC 150/5300-13A

PM: Appropriate Land Use Controls

Percent of Airports by Classification that have Adopted Appropriate **Land Use** Controls and **Height** Controls

Airport Classification	2018 Performance	
	Land Use Controls	Height Controls
Commercial Service (14)	71%	64%
GA-National (2)	100%	100%
GA-Regional (5)	100%	100%
GA-Local (19)	74%	68%
GA-Community (16)	50%	50%
GA-Rural (10)	20%	10%
System-wide (66)	62%	58%



Land Use/Height Control Needs

- Land use/height control needs at 28 airports
- Recommendations/Options:
 - Airports to initiate/continue conversations with local zoning authority(ies)
 - Utilize resources from ACRP and others on zoning and land use compatibility
 - *Statewide land use study or other action?*



Performance Measures



Performance Measures	
Performance Measures	Percent of airports with a dedicated snow removal equipment (SRE) building
	Percent of population within a 30-minute drive time of an all-weather runway
	Percent of airports with adequate terminal capacity
	Percent of airports with adequate transient hangar spaces

PM: Dedicated Snow Removal Equipment (SRE) Building

Percent of Airports by Classification that have a Dedicated SRE Building
 - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	64%
GA-National (2)	50%
GA-Regional (5)	60%
GA-Local (19)	53%
GA-Community (16)	38%
GA-Rural (10)	0%
System-wide (66)	44%



No target established:

- GA-Community (16)
- GA-Rural (10)

SRE Building Needs

- SRE building needs at 17 airports
- Recommendations/Options:
 - Airports plan for new SRE buildings
 - *Statewide SRE building action?*



Performance Measures

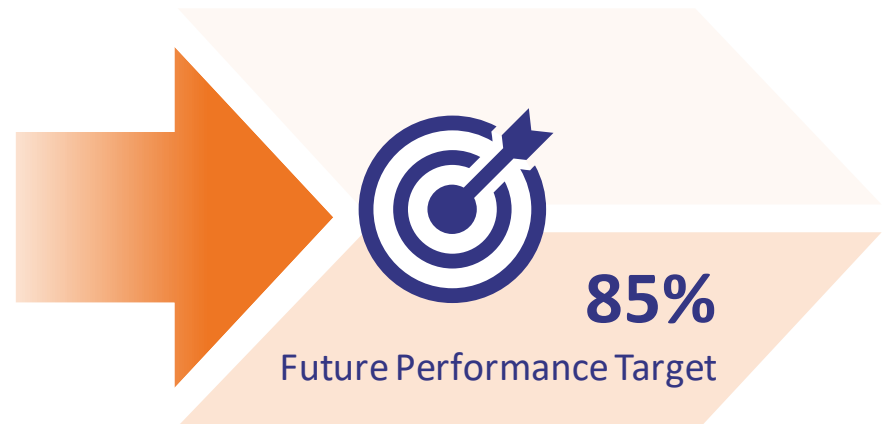


Performance Measures	
Performance Measures	Percent of airports with necessary fuel type, available 24/7
	Percent of airports that support the aerospace manufacturing, technology, and/or testing industry
	Percent of airports with adequate utilities

PM: Adequate Utilities

Percent of Airports by Classification that have Adequate Utilities - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	64%
GA-National (2)	100%
GA-Regional (5)	100%
GA-Local (19)	53%
GA-Community (16)	50%
GA-Rural (10)	10%
System-wide (66)	53%



No target established:

- GA-Rural (10)

Adequate Utilities Needs

- Utility needs at 22 airports
- Recommendations/Options:
 - Airports plan for new additional utilities
 - *Statewide utilities action?*



Performance Measures



Performance Measures	
Performance Measures	Percent of airports with certified on-site weather reporting (AWOS or ASOS)
	Percent of airports with pavement maintenance programs
	Percent of airports with an average runway and taxiway Pavement Condition Index (PCI) of 70 or greater

PM: Pavement Maintenance Programs

Percent of Airports by Classification that have Pavement Maintenance Programs - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	86%
GA-National (2)	100%
GA-Regional (5)	100%
GA-Local (19)	74%
GA-Community (16)	50%
GA-Rural (10)*	10%
System-wide (66)	64%



Three GA-Rural airports are unpaved

Pavement Maintenance Program Needs

- PMP needs at 24 airports
- Recommendations/Options:
 - Airport to adopt a PMP



PM: Average Runway and/or Taxiway PCI of 70 or greater

Percent of Airports by Classification that have an Average Runway and/or Taxiway PCI of 70 or Greater - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	86%
GA-National (2)	100%
GA-Regional (5)	100%
GA-Local (19)	74%
GA-Community (16)	50%
GA-Rural (10)*	10%
System-wide (66)	64%



PCI Needs

- PCI Needs at 31 airports
- Recommendations/Options:
 - Continue statewide PCI program



FSOs Analysis

Needs Based on Meeting Facility and Service Objectives

Associated City: Fort Collins/Loveland
 Airport Name: Northern Colorado Regional
 FAA Identifier: FNL
 2020 CASP Classification: Commercial Service

Objective Category	Commercial Service Objective	Current Condition	Meets 2020 Objective?
Airfield			
ARC	C-III/C-II	C-III	Yes
Runway Length	Align with Master Plan	8,500 feet (9,500 - 10,000 feet)	No
Runway Width	150 feet/100 feet	100 feet	Yes
Runway Strength	60,000 pounds	50,000 lbs SW; 65,000 lbs DW; 130,000 lbs 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	MALS, 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: 15,000 sq ft Terminal building square footage: 4,020 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: 54 Total tie-down spaces: 46	No
Hangars	Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage	80% of based aircraft fleet: 204 Number of based aircraft hangar spaces: 212 50% of transient aircraft fleet: 3 Number of transient aircraft hangar spaces: 2	No
Dedicated Maintenance/SRE Storage Building	Yes	Yes	Yes
Electric Vehicle Charging Stations	Yes	Yes	Yes
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	De-icing facilities without fluid collection	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

Demand-Driven Needs

Airport Dimensional/Design Standard Needs

Airport	Current ARC	ARC Need
Colorado Springs	C-IV	D-IV
Mineral County	B-I	B-II
North Fork Valley	A-I	A-II
Haxtun	A-I	B-II

Recommendations/Options:

- Evaluate ARCs through a master plan or ALP

Operational Demand/Capacity

Airport	2018 % ASV	2038 % ASV
Denver International	81.4%	123.4%
Northern Colorado Regional	56.2%	89.0%
Centennial	64.9%	112.0%
Rocky Mountain Metro	60.1%	85.3%
Greeley-Weld County	47.6%	67.9%

Recommendations/Options:

- Regional demand/capacity study
- Other?

PM: Adequate Commercial Service Terminal Capacity

Percent of Airports by Classification with Adequate Terminal Capacity (Commercial Service) - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	64%



Commercial Service Terminal Building Needs



- Airport**
- San Luis Valley Regional
- Aspen-Pitkin County
- Cortez Municipal
- Durango-La Plata County
- Grand Junction Regional
- Gunnison Crested Butte Regional
- Yampa Valley
- Northern Colorado Regional
- Montrose Regional
- Pueblo Memorial

PM: Adequate General Aviation Terminal Capacity

Percent of Airports by Classification with Adequate Terminal Capacity (General Aviation) - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	72%
GA-National (2)	100%
GA-Regional (5)	40%
GA-Local (19)	79%
GA-Community (16)	50%
GA-Rural (10)*	10%
System-wide (66)	58%



General Aviation Terminal Building Needs (expansion or new-build)

- Terminal building needs at 25 airports in 2018
- Terminal building needs at 31 airports by 2038
- Recommendations/Options:
 - *Re-allocate more state funds to GA terminal buildings?*

PM: Adequate Transient Hangar Spaces

Percent of Airports by Classification that have Adequate Transient Hangar Spaces - 2018 Performance/Future Performance Targets

Airport Classification	2018 Performance
Commercial Service (14)	50%
GA-National (2)	0%
GA-Regional (5)	20%
GA-Local (19)	42%
GA-Community (16)	100%
GA-Rural (10)*	0%
System-wide (66)	44%



No target established:

- GA-Community (16)
- GA-Rural (10)

Number of Airports with Hangar and Tie-Down Needs (Existing and Future)

Year	Hangars for Based Aircraft	Hangars for Transient Aircraft	Apron-Tie downs
2018	7	24	28
2038	13	25	32

Additional System Needs

- Address taxiway geometry issues at 40+ airports (but not an immediate need)
- Runway extension needs at 30+ airports
- IAP needs at 10+ airports
- Visual Aid needs (REIL, ALS, rotating beacon, lighted wind cone, and/or VGSI) at 20 airports



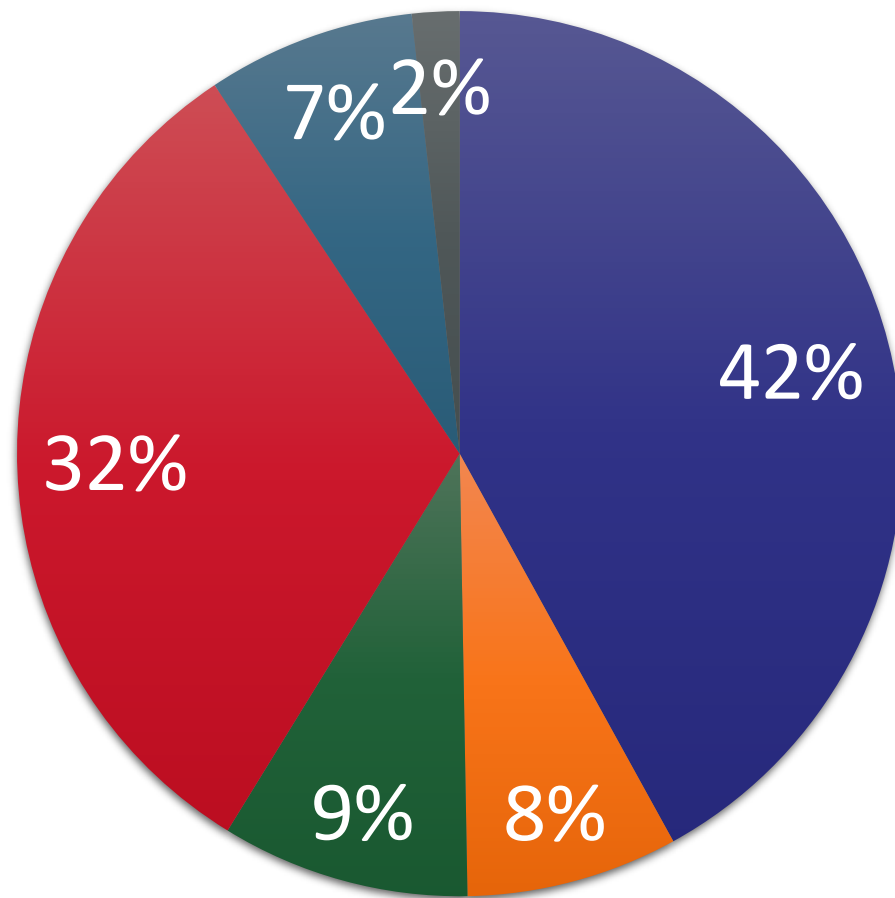
System Financial Needs

Cost Estimate Process

- CDOT Programmed CIP
- Developed needs based on PMs and FSOs
 - Compared CDOT CIP and removed duplicates
 - Identified duplication between PM and FSO projects
 - Not all PMs and FSOs have project costs (e.g., taxiway geometries)
- Planning-level unit costs based on airport classifications
- Useful for CDOT planning and programming purposes

System Financial Needs by Classification*

\$2.5 Billion



- Commercial Service
- GA-National
- GA-Regional
- GA-Local
- GA-Community
- GA-Rural

*Does not include DEN

DEN Needs

- Concourses A, B, and C \$1.8 B
- Jeppesen Terminal \$1.1 B
- Airside \$300 M (*does not include 7th runway*)
- Landside \$200 M
- DEN Real Estate \$100 M

\$3.5 Billion (DEN)

\$2.5 Billion (other airports)

\$6.0 Billion (Total System)

Overlapping PMs and FSOs

- Fencing (Wildlife vs. Security)
- SRE Buildings
- GA Terminals
- Transient Hangars



Alternatives Analysis

PAC Highest Priority Trends/Issues

- Technology (automation)
- Labor
- Alternate fuels/energy
- Increasing capital project costs/less funding
- Mountain airports (seasonal needs, aging terminals, runway length)
- Population growth
- Economic changes
- Land use compatibility/encroachment



Alternatives (What-if? Could-we?)



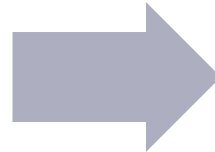
- Took note of issues identified in PAC 1
- Aviation-related
 - GA fleet mix changes/electric aircraft
 - UAM/UAS Growth
 - Changes in Commercial Air Service
- Non-aviation-related
 - Population changes
 - Transportation changes
 - Economic changes (climate change, aerospace industry)



What if?... Could we?...

What if...

electric aircraft usage is limited by the availability of charging stations and electricity supplies in Colorado?



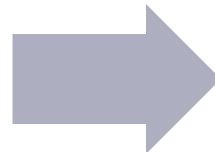
Could We...

implement a competitive state grant program to help fund this critical infrastructure and develop partnerships with private industry to increase renewable energy generation in rural areas?



What if...

What if existing educational programs in Colorado could integrate UAM operations knowledge into their courses?



Could We...

train a new sector of aviation professionals that have the expertise to develop, maintain, and pilot UAM technologies?



CEIS Results

CEIS Tech Memos

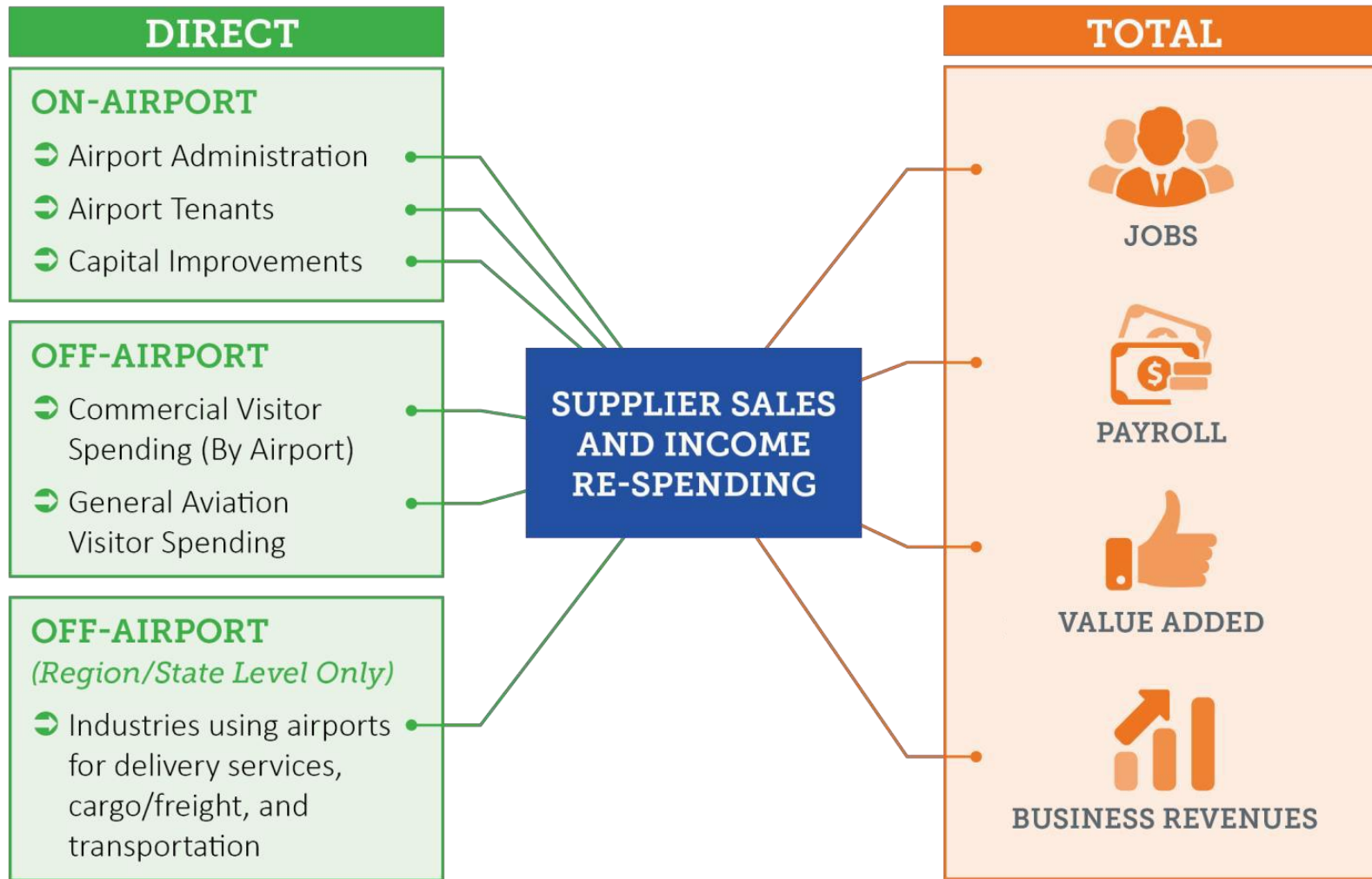
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- TM #4: Economic Role of Air Cargo in Colorado
- TM #5: Colorado's Agricultural Sector and Airports
- *TM #6: Summary of Economic Impact Results*

Outreach to Airports throughout CEIS

- Data collection in late 2018/early 2019
- Airport webinar in February 2019
- Confirmation of direct impacts May 2019
- Tenant employment confirmation (via CAO A June 2019 conference in Greeley)
- CDOT/KH telephone correspondence with airports on an individual basis



Calculating Total Airport Impacts



Aviation Activities Subject to Taxes

On-Airport Activities

- Fuel Sales
- Rental Cars
- Retail
- Restaurants
- Services
- Construction

Visitors

- Retail Sales
- Lodging
- Food and Beverage
- Entertainment
- Recreation
- Local Transportation

Employees

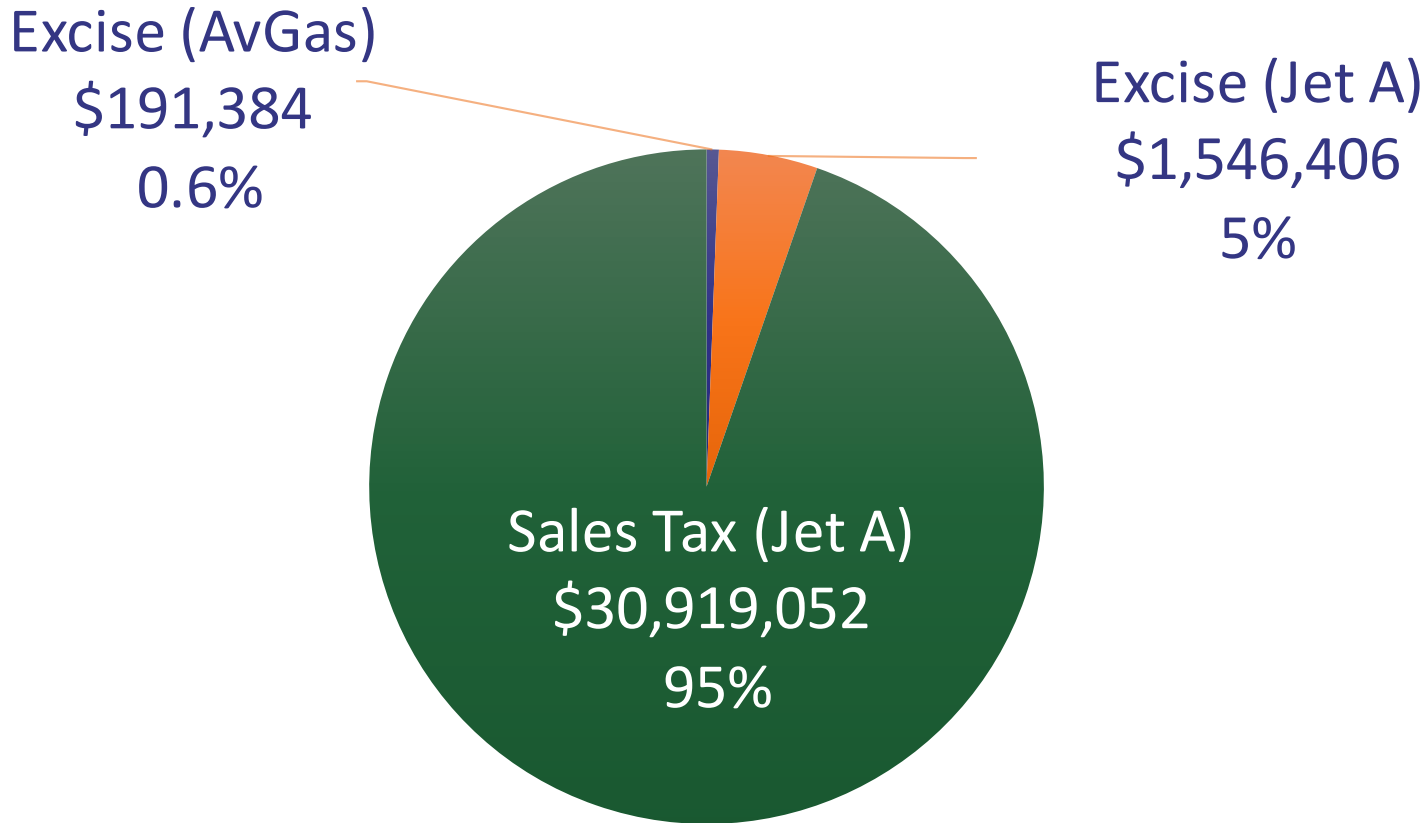
- Airport Administration
- On-Airport Businesses
- Construction
- Visitor Support Businesses
- Off-Airport Air Cargo

Summary of Tax Impacts

- Total Sales and State Income Taxes - \$1.8 Billion
 - Sales Taxes - \$1.6 Billion
 - State Income Taxes - \$168.8 Million
- Airport Contributions to Sales and Income Taxes
 - Denver International - \$1.5 Billion
 - Other Commercial Service Airports - \$216 Million
 - GA Airports - \$52 Million
 - Off-Airport Cargo - \$30 Million
- Key Contributors to State and Local Sales Taxes
 - Off-Airport Visitors - \$1.1 Billion
 - Airport Tenants - \$287 Million
 - Employees Supporting Aviation Activities - \$233 Million
- Aviation Fuel Taxes - \$32.7M in FY 2019

Aviation Fuel Taxes-\$32.7 Million

FY 2019



■ Excise (AvGas) ■ Excise (Jet A) ■ Sales Tax (Jet A)

Total Statewide Off-Airport Cargo Impacts

- Documents the off-airport activities that are supported by air cargo services at CO airports

Impact Category	Jobs	Payroll	Value Added	Business Revenues
Direct	6,079	\$672.0M	\$1.2B	\$2.7B
Supplier Sales	3,493	\$293.7M	\$462.5M	\$809.1M
Income Re-spending	4,988	\$248.4M	\$524.7M	\$881.5M
Total	14,560	\$1.2B	\$2.2B	\$4.4B

Source: EBP, IMPLAN 2017

Agricultural Impacts

Total Contribution of Aerial Application to the Colorado Economy (2018\$)

Impact Category	Jobs	Payroll	Value Added	Business Revenues
Direct	1,630	\$52.3M	\$77.6M	\$431.5M
Supplier Sales	2,470	\$113.8M	\$176.2M	\$284.6M
Income Re-spending	1,040	\$50.4M	\$91.7M	\$156.7M
Total	5,140	\$216.6M	\$345.6M	\$872.8M

Source: EBP, IMPLAN 2017

Drumroll....

And the TOTAL economic
impact of Aviation in
Colorado is...

**\$48.6
BILLION!**

TOTAL Statewide Aviation Impacts

345,661



JOBS

\$16.2
BILLION



PAYROLL

\$27.0
BILLION



**VALUE
ADDED**







\$48.6
BILLION



**BUSINESS
REVENUES**

Including off-airport air cargo impacts of \$4.4B

Comparison of Study Results

	Data Year 2013	Data Year 2018	Change (#)	Change (%)
Jobs	265,701	345,661	 79,959	 30%
Payroll	\$12.6B	\$16.2B	 \$3.6B	 29%
Value Added	N/A	\$27.0B	N/A	N/A
Business Revenues	\$36.7B	\$48.6B	 \$11.9B	 32%

Individual Airport Handouts

Denver International Airport (DEN)



Lake County (LXV)



Centennial (APA)



Individual Airport Impacts

Centennial is one of 56 Colorado general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for APA are summarized below.

Visitors travel to Colorado's GA airports on private and chartered aircraft to do business and visit our state. Off-Airport Visitor Spending measures all GA visitor impacts.

Annual On-Airport Economic Impacts for APA

	Direct	Supplier Sales	Income Re-Spending
Jobs	3,125	2,445	3,587
Payroll	\$273,840,000	\$133,250,000	\$143,346,000
Value Added	\$448,061,000	\$189,651,000	\$264,459,000
Business Revenues	\$1,118,027,000	\$355,396,000	\$488,084,000

Annual Off-Airport Visitor Spending Economic Impacts for APA

	Direct	Supplier Sales	Income Re-Spending
Jobs	751	198	235
Payroll	\$25,074,000	\$8,644,000	\$9,383,000
Value Added	\$41,023,000	\$13,990,000	\$17,311,000
Business Revenues	\$66,331,000	\$27,393,000	\$31,951,000

Centennial's Total Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	9,157	\$550,436,000	\$902,171,000	\$1,961,507,000
Visitor Spending	1,184	\$43,101,000	\$72,324,000	\$125,675,000
Total	10,341	\$593.54 Million	\$974.5 Million	\$2.1 Billion

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Documentation

Remaining Documentation

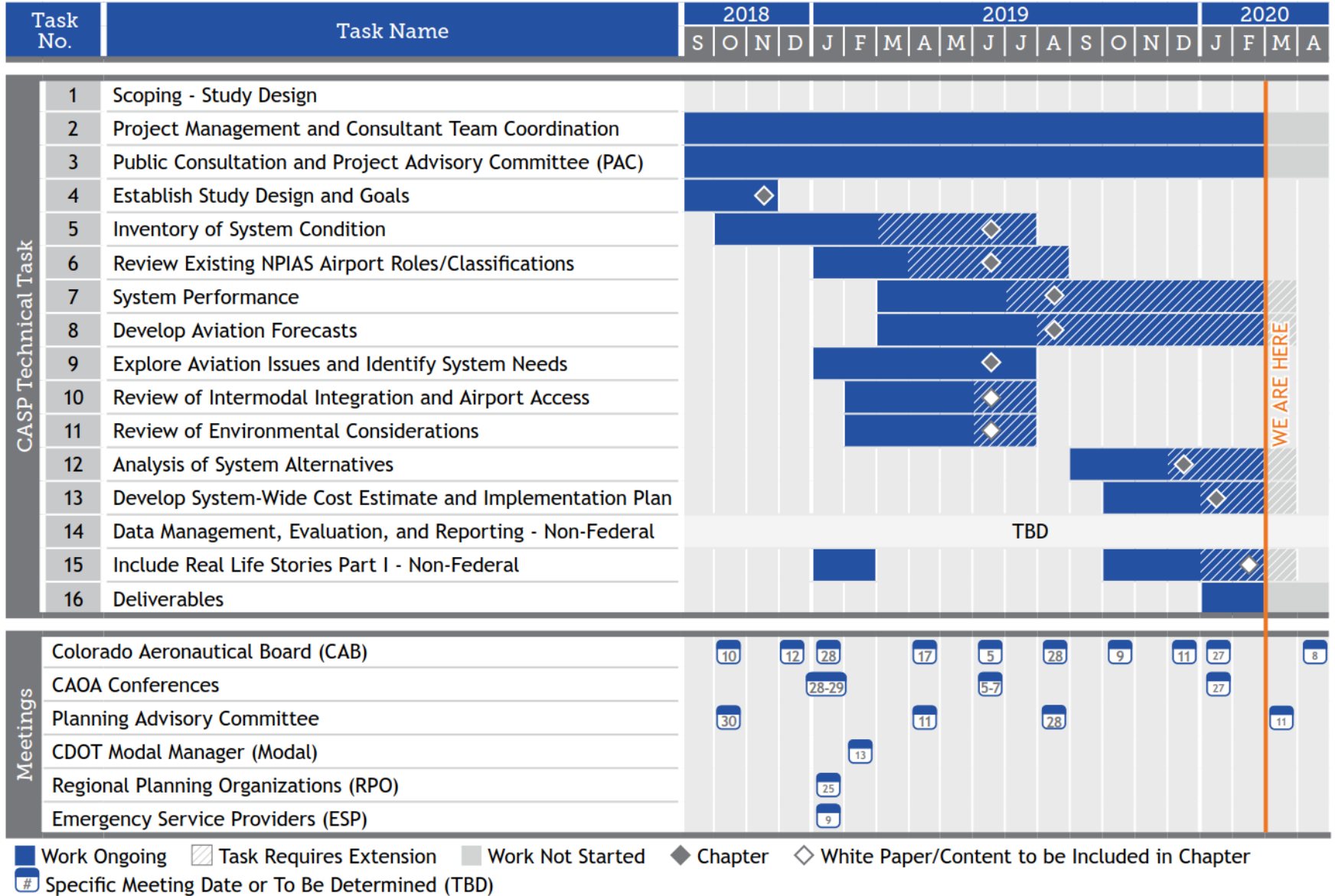
- CASP Full Technical Report
- CEIS Full Technical Report
- CASP Executive Summary Brochure
- CEIS Executive Summary Brochure
- CASP/CEIS Individual Airport Brochures
- Videos

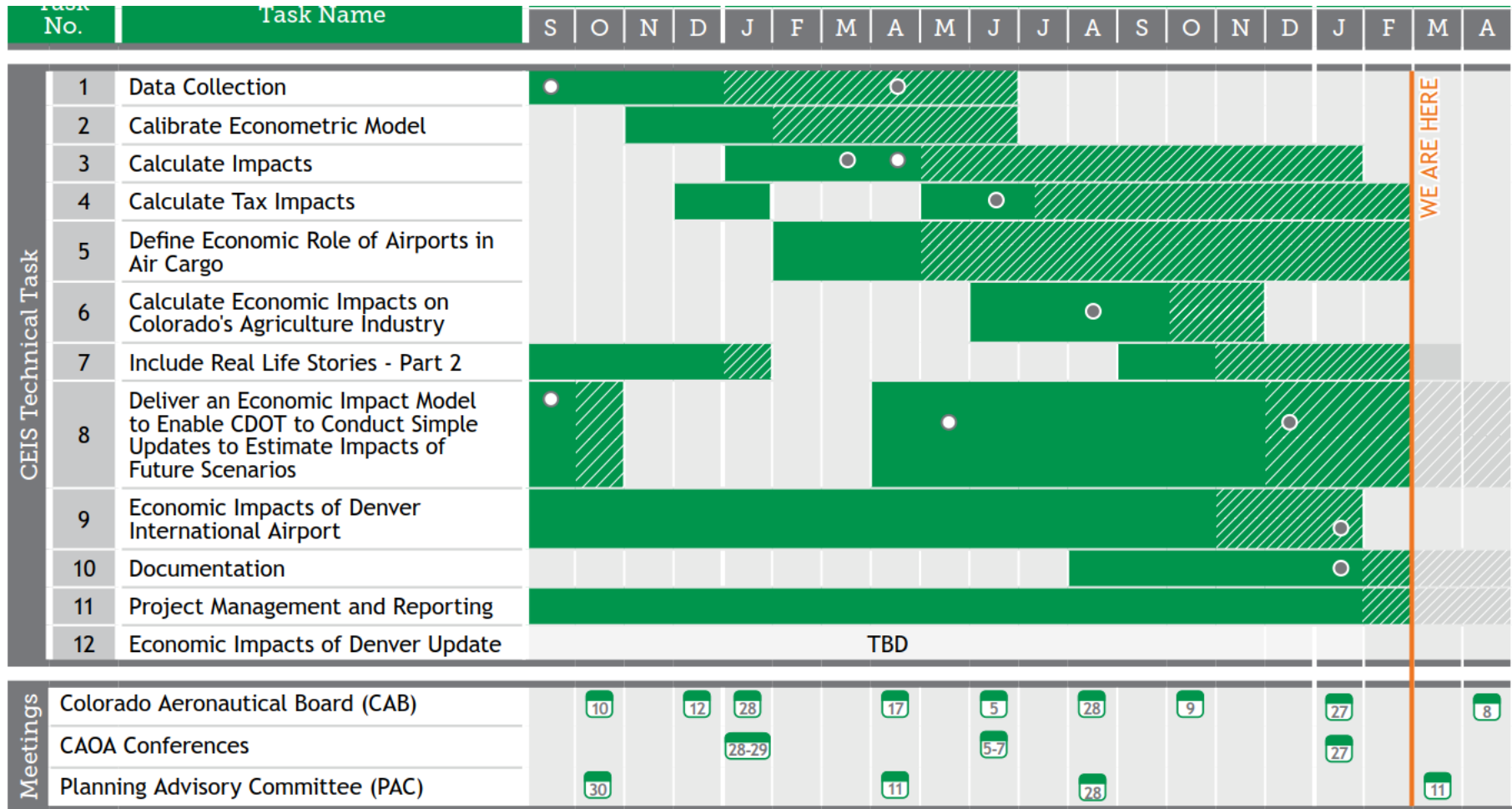


Documentation Exercise



Next Steps





WE ARE HERE

TBD

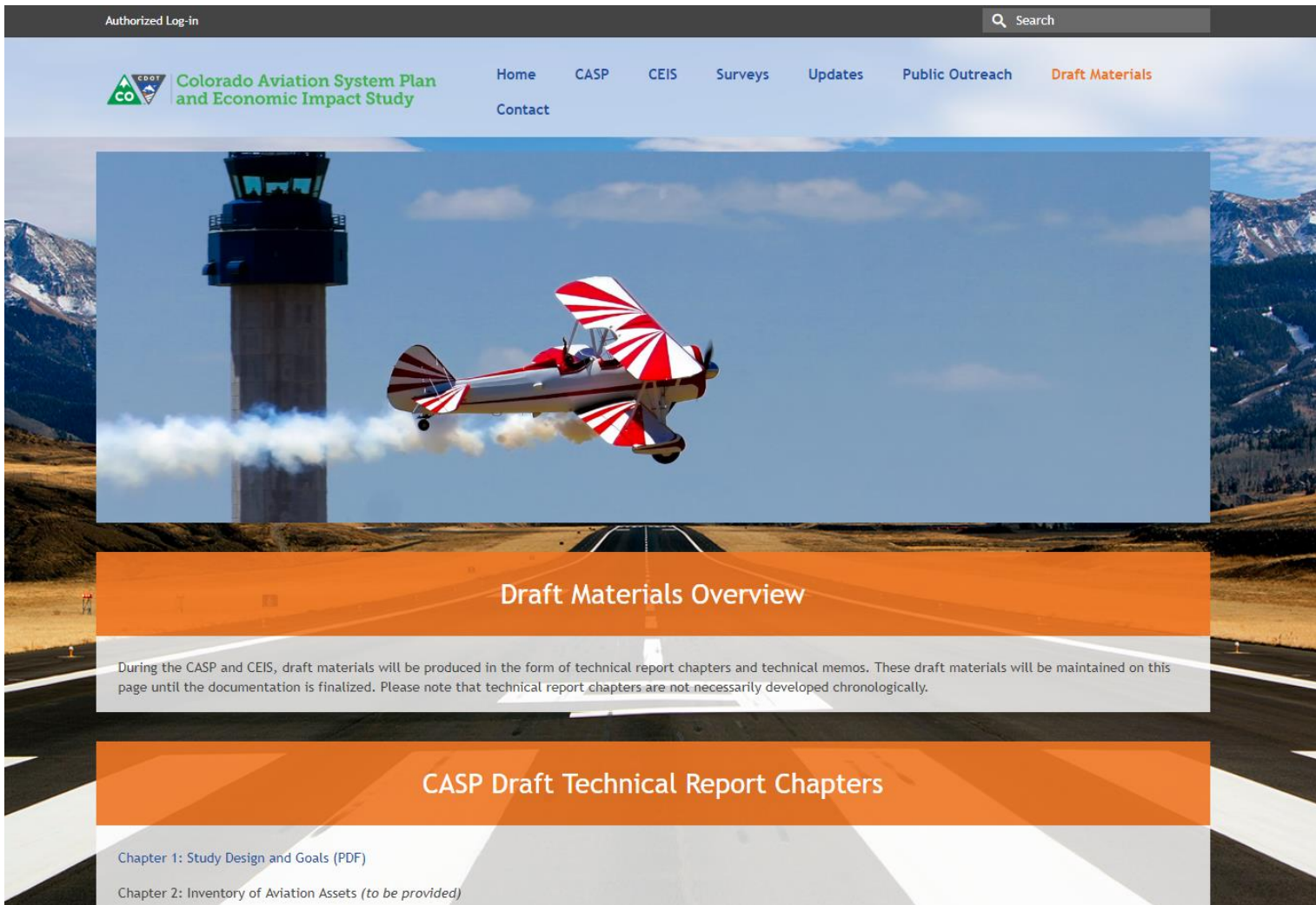
Work Ongoing
 Task Requires Extension
 Work Not Started
 Technical Memorandum
 Meeting/Webinar

 # Specific Meeting Date or To Be Determined (TBD)


Next Steps

- CASP
 - Send Alternatives Analysis to PAC
 - Finalize System Needs (projects and policies)
 - Draft final technical report/executive summary brochure
 - Individual airport reports (combined CASP/CEIS)
- CEIS
 - Complete documentation of “real life story” interviews and case studies
 - Finalize technical report
 - Draft executive summary brochure
 - Draft PPT presentation of CEIS findings
 - Draft Dynamic Calculator tool and User’s Guide

Project Website




Authorized Log-in

 Colorado Aviation System Plan and Economic Impact Study

Home CASP CEIS Surveys Updates Public Outreach **Draft Materials**

Contact



Draft Materials Overview

During the CASP and CEIS, draft materials will be produced in the form of technical report chapters and technical memos. These draft materials will be maintained on this page until the documentation is finalized. Please note that technical report chapters are not necessarily developed chronologically.

CASP Draft Technical Report Chapters

[Chapter 1: Study Design and Goals \(PDF\)](#)

[Chapter 2: Inventory of Aviation Assets \(to be provided\)](#)

Thank YOU!



Questions?

Thank you for your participation!

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