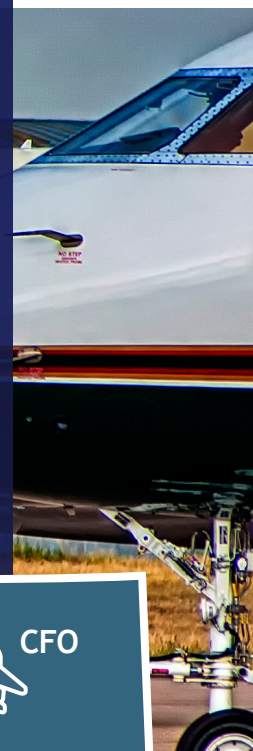


COLORADO AIR AND SPACE PORT

Colorado Air and Space Port (CFO) is a general aviation airport in the Denver area, located eight miles southeast of Denver International Airport. The airport changed its name from Front Range Airport (FTG) in 2019 to reflect the airport's new status as the only licensed spaceport in Colorado. The airport is owned and operated by Adams County. CFO has two asphalt runways that both measure 8,000 in length by 100 feet in width and are equipped with precision instrument approaches. The airport is used for flight training, recreational flying, aerospace manufacturing, and business/corporate activity. CFO is home to a rocket engine testing facility, an Army National Guard armory, and the Colorado Department of Transportation Division of Aeronautics' office.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.

Colorado Air And Space Port is one of five airports in Colorado classified as a GA-Regional airport. The airport regularly receives interstate and IFR operations and supports based jets or 100 based piston aircraft. GA-Regional airports can be located in micropolitan or metropolitan areas or can be designated as a Reliever airport by the FAA's National Plan of Integrated Airport Systems (NPIAS). These types of airports consistently serve personal or business piston-powered aircraft and occasional jet operations.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors

Corporate/Business
Activities

Flight Training

Aerospace
ManufacturingAerial Photography/
Surveys

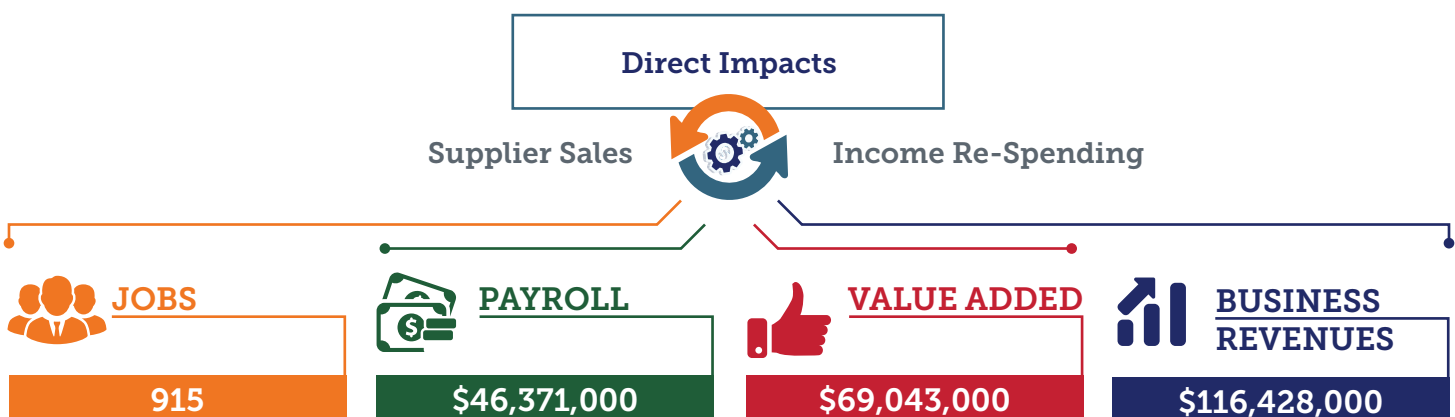
Colorado Air and Space Port Features

	Associated City/County	Denver / Adams
	Associated OEDIT Region	3 - Denver Region
	FAA GA ASSET Classification	Regional
	Annual Operations (2018)	79,704
	Number of Based Aircraft (2018)	353
	Runway(s)	2
	Air Traffic Control Tower	Yes

CFO

Economic Impacts of CFO

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Colorado Air and Space Port is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for CFO are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of CFO and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport's existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

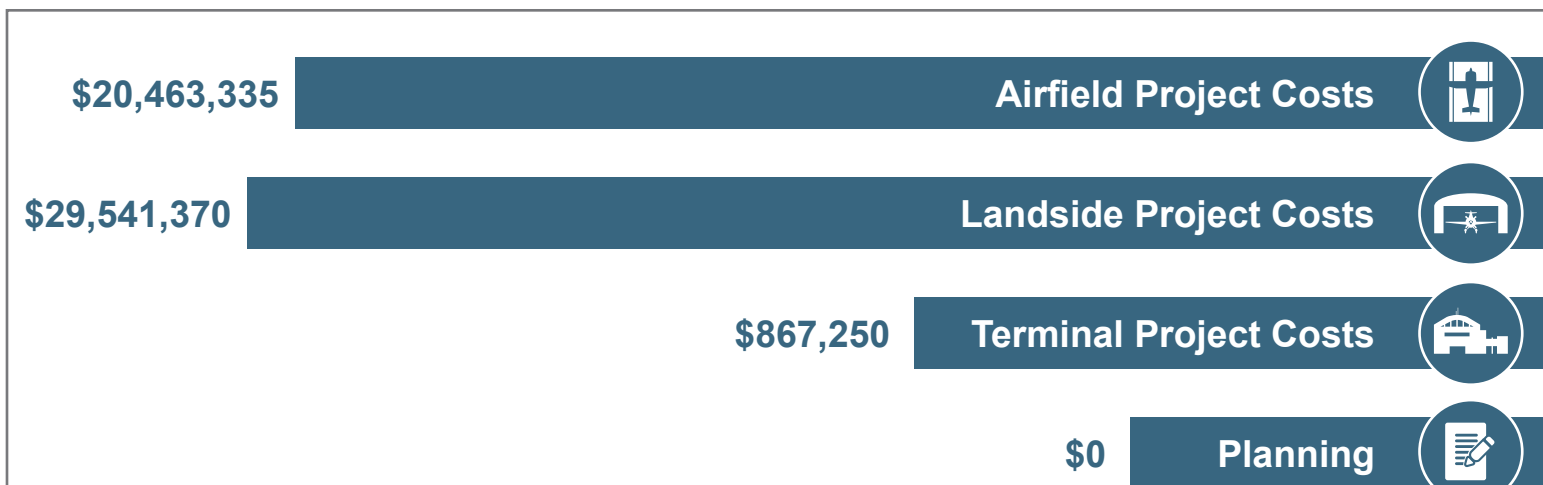
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport's needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Colorado Air and Space Port to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

CFO earned its spaceport license in 2018, making the facility the first and only licensed public-use spaceport in the state and the FAA Northwest Mountain region. CFO is located on 3,200 acres of land less than eight miles southeast of Denver International Airport (DEN), enabling users to quickly access aerospace companies on the front range and around the world. CFO is already home to several aerospace companies, including Reaction Engines, which is conducting research on hypersonic propulsion solutions.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Colorado Air and Space Port. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

Objective Category	GA-Regional Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	B-II	C-II				Yes
Runway Length	Align with Master Plan	8,000 feet (8,000 feet)				Yes
Runway Width	75 feet	100 feet				Yes
Runway Strength	30,000 pounds	28,000 lbs SW; 40,000 lbs DW				Yes
Taxiway	Full parallel	Full parallel				Yes
Runway Markings	Non-precision	Precision				Yes
Lighting/NAVAIDS						
Approach	Non-precision with vertical guidance	Precision				Yes
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	MIRL	HIRL				Yes
Weather Reporting	On-site ASOS or AWOS	AWOS-3				Yes
Airport Facilities						
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	Facility with restrooms and pilot lounge				No
Apron Tie-Downs	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	40% of based aircraft fleet plus 50% transient aircraft fleet:	184	Total tie-down spaces:	260	Yes
Hangars	Hangars for 60% of based aircraft fleet and 50% of weekly average overnight transient storage	60% of based aircraft fleet:	261	Number of based aircraft hangar spaces:	291	No
		50% of transient aircraft fleet:	10	Number of transient aircraft hangar spaces:	2	
Dedicated Maintenance/SRE Storage Building	Yes	Yes				Yes
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Partial perimeter 3-wire fencing				No
Services/Other						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	Dedicated de-icing area	Dedicated de-icing area				Yes
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	No				Yes
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✗

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