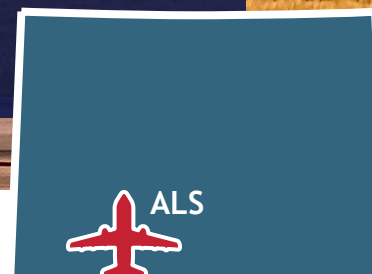
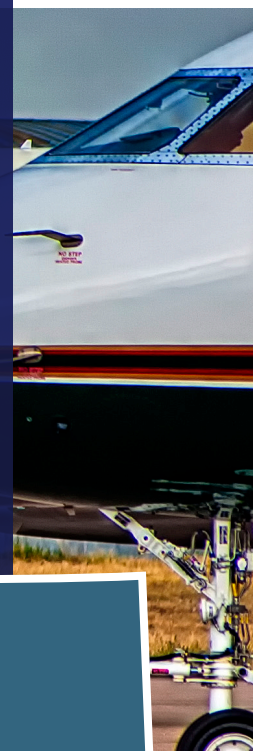


SAN LUIS VALLEY REGIONAL

San Luis Valley Regional Airport/Bergman Field (ALS) is a commercial service airport in southern Colorado, located approximately two miles south of Alamosa. The airport is owned and operated by the City and County of Alamosa. ALS has a single asphalt runway (2/20) that is 8,519 feet long by 100 feet wide and is equipped with a precision instrument approach. The airport serves as the commercial service gateway for the San Luis Valley and Great Sand Dunes National Park. ALS supports a variety of activities including flight instruction, medical evacuations, and air cargo operations. As the largest airport in the region, ALS is used as a base for aerial/wildland firefighting by the U.S. Forest Service and the Bureau of Land Management.



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.

San Luis Valley Regional Airport is one of 14 airports in Colorado classified as a Commercial Service airport. The airport has scheduled commercial air carrier service and provides access to large metropolitan areas around the country. These airports receive higher levels of activity from a wide variety of aircraft and airport users. Commercial Service airports often serve as gateways for interstate and international travelers and host many aviation- and non-aviation-related businesses that support the local community.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors

Corporate/Business
ActivitiesAerial/Wildland
Firefighting

Law Enforcement

Emergency Medical
Evacuations

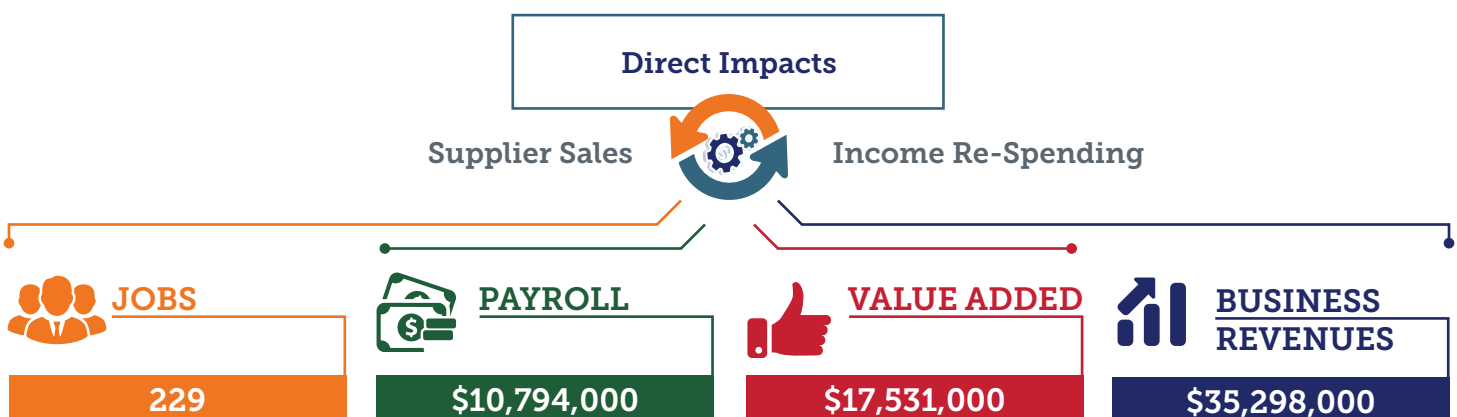
San Luis Valley Regional Features

	Associated City/County	Alamosa/Alamosa
	Associated OEDIT Region	8 - San Luis Valley Region
	Annual Enplanements (2018)	7,030
	Annual Operations (2018)	5,718
	Number of Based Aircraft (2018)	38
	Runway(s)	1
	Air Traffic Control Tower	No

ALS

Economic Impacts of ALS

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. San Luis Valley Regional is one of 14 commercial service airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for ALS are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of ALS 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.

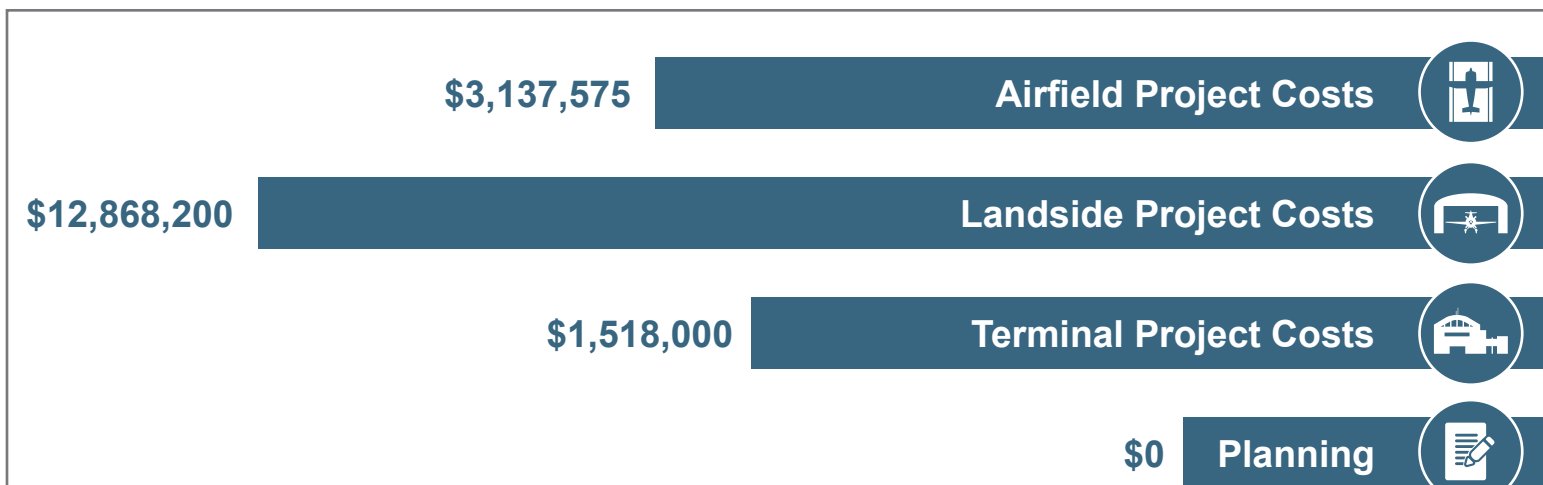
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations 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 San Luis Valley Regional 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?

ALS received its first commercial service flight in 1948 from Monarch Airlines' DC-3 aircraft and has had commercial service intermittently since then. In the last 20 years Alamosa has received continuous daily flights as a part of the FAA's Essential Air Service (EAS) program. ALS is one of three airports in Colorado that receive air service under EAS, ensuring that Alamosa receives regular air service which greatly contributes to the local economy and improves the quality of life in the San Luis Valley.

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 San Luis Valley Regional. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

Objective Category	Commercial Service Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	C-III/C-II	C-II				Yes
Runway Length	Align with Master Plan	8,519 feet (9,000 feet)				No
Runway Width	150 feet/100 feet	100 feet				Yes
Runway Strength	60,000 pounds	52,000 lbs SW; 70,000 lbs DW				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	MALSR, rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	HIRL or MIRL	HIRL				Yes
Weather Reporting	On-site ASOS or AWOS	ASOS-3				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:	8,400 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:	9	Total tie-down spaces:	37	Yes
Hangars	Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage	80% of based aircraft fleet:	31	Number of based aircraft hangar spaces:	42	Yes
		50% of transient aircraft fleet:	1	Number of transient aircraft hangar spaces:	2	
Dedicated Maintenance/SRE Storage Building	Yes	No				No
Electric Vehicle Charging Stations	Yes	No				No
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	No				No
Sustainability Plan	Yes	N/P				N/A
Minimums for All Airports						
Restroom (24-hr accessible)✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✓

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With support provided by EBP US, KRAMER aerotek, and Metropolitan State University of Denver.