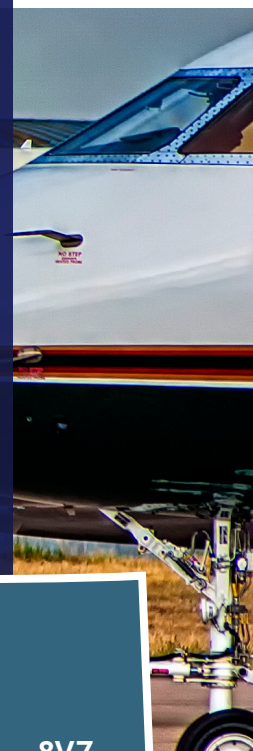


SPRINGFIELD MUNICIPAL

Springfield Municipal Airport (8V7) is a general aviation airport in southeastern Colorado, located four miles north of Springfield in Baca County. The airport is owned and operated by the Town of Springfield. 8V7 has a single concrete runway (17/35) that is 5,000 feet long by 60 feet wide and is equipped with a non-precision instrument approach. 8V7 contributes to the local economy by supporting business activities and aerial crop application on farms in the surrounding area. The airport also supports emergency medical transportation to and from Springfield. As 8V7 is the only public-use airport within 45 miles of Springfield, the medical transport activities that occur at the airport are critical to the safety of residents living in several communities in the southeastern corner of Colorado.



8V7



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.

Springfield Municipal Airport is one of 16 airports in Colorado classified as a GA-Community airport. GA-Community airports are defined as being publicly-owned and having at least 10 based aircraft or being located 30 miles from the nearest NPIAS airport. Additionally, these facilities can support Native American communities and/or are used by federal government agencies. GA-Community airports often support quality-of-life activities such as emergency services and medical transport and can provide economic benefits to surrounding areas.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities

Corporate/Business
ActivitiesEmergency Medical
EvacuationsAerial Agricultural
Application

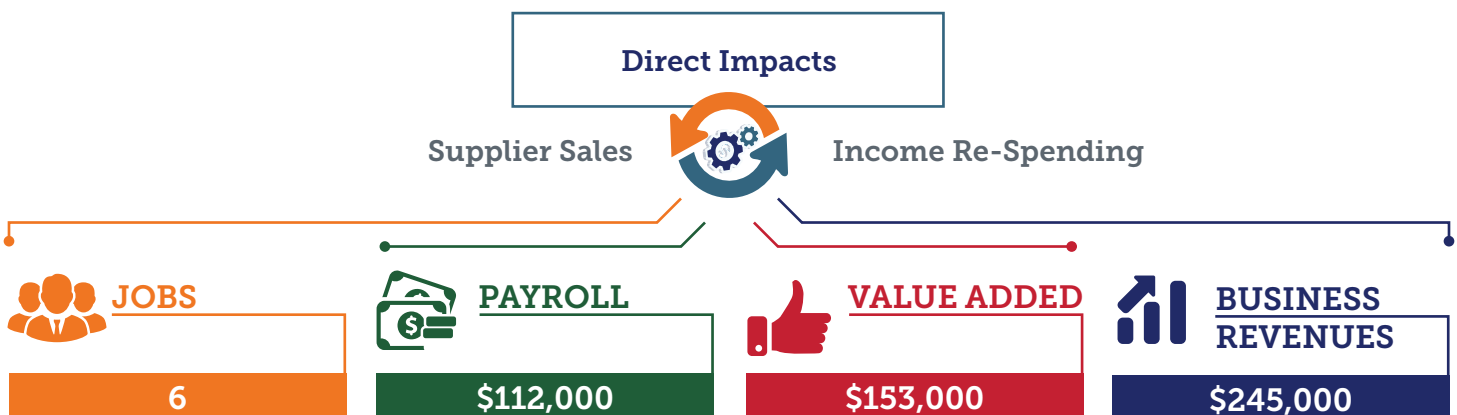
Springfield Municipal Features

	Associated City/County	Springfield/Baca
	Associated OEDIT Region	6 - Southeast Colorado Region
	FAA GA ASSET Classification	Non-NPIAS
	Annual Operations (2018)	4,575
	Number of Based Aircraft (2018)	10
	Runway(s)	1
	Air Traffic Control Tower	No

8V7

Economic Impacts of 8V7

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Springfield Municipal is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for 8V7 are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of 8V7 and all other Colorado airports.



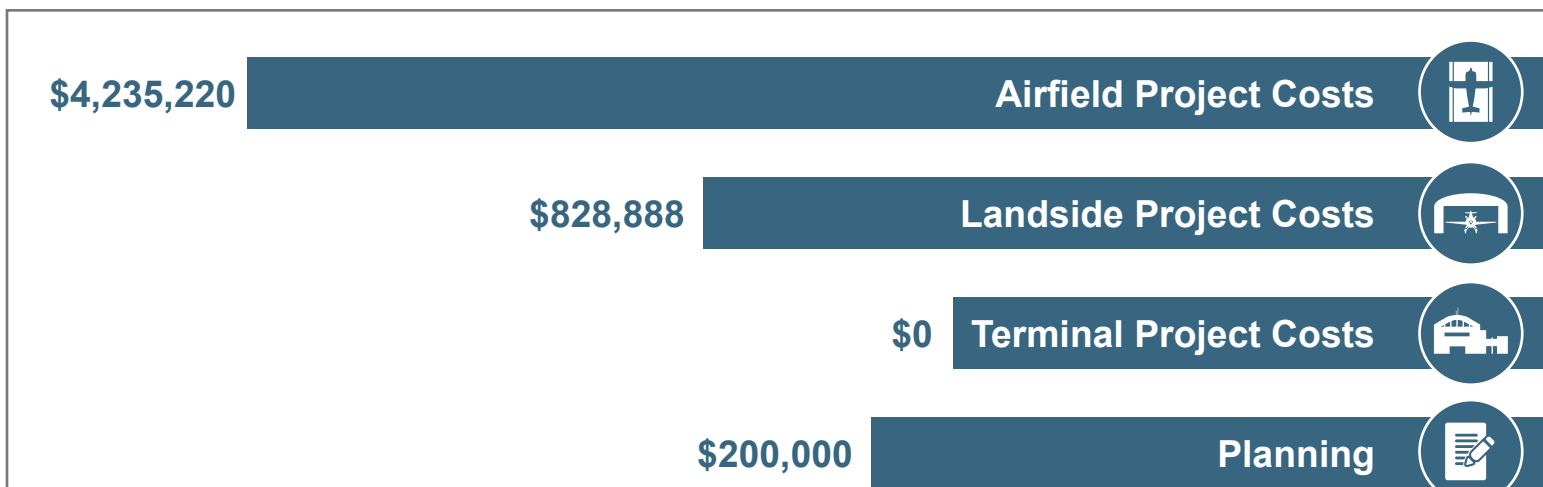
Airport Needs and Recommendations

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 Springfield Municipal 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.



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 Springfield Municipal. 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-Community Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	B-I	B-I				Yes
Runway Length	Accommodate 95% small aircraft adjusted for elevation and mean maximum daily temp during hottest month	5,000 feet (5,400 feet)				No
Runway Width	60 feet	60 feet				Yes
Runway Strength	12,500 pounds	12,500 lbs SW				Yes
Taxiway	Turn-arounds	Partial parallel				Yes
Runway Markings	Non-precision	Non-precision				Yes
Lighting/NAVAIDS						
Approach	Non-precision	Non-precision				Yes
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, VGSIs				No
Runway Lighting	MIRL	MIRL				Yes
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	Automated UNICOM				Yes
Airport Facilities						
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	Facility with restroom and pilot lounge				No
Apron Tie-Downs	Tie-downs for 60% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	60% of based aircraft fleet plus 25% transient aircraft fleet:	6	Total tie-down spaces:	8	Yes
Hangars	Hangars for 40% of based aircraft fleet	40% of based aircraft fleet:	4	Number of based aircraft hangar spaces:	18	Yes
Dedicated Maintenance/SRE Storage Building	Based on community need	Yes				Based on community need
Electric Vehicle Charging Stations	Based on community need	No				Based on community need
Perimeter Security	AOA 3-wire fencing with appropriate signage	AOA 3-wire fencing with appropriate signage				Yes
Services/Other						
Jet A Fuel	Based on community need	Not available				Based on community need
AvGas Fuel	24/7 (Self-Serve or Call-Out)	24/7 (Self-Serve or Call Out)				Yes
Aircraft De-icing	Based on community need	None				Based on community need
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Based on community need	No				Based on community need
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✗