Chapter 5. Airport Role and Classification Analysis

5.1. Introduction

Identifying how individual airports function within a state system is the basis of a system plan. If airports are planned and developed within the context of an integrated system, each airport can effectively support a sub-set of aviation activities without impacting service levels within specific regions or communities. Airport planning from the system-wide perspective identifies areas where specific aviation functions are sufficient, inadequate, or duplicative in terms of meeting existing and future aviation demands to support informed decision-making and resource allocation.

Colorado's airport classification structure is designed to establish a network of facilities that supports the state's safety, mobility and access, and economic sustainability goals while supporting the long-term viability of all airports within the system. The airport classification process recognizes that all airports contribute to the system; however, the level and type of contribution varies amongst airports due to numerous factors. These factors can be attributed to an airport's own characteristics, such as runway length, hangar and fuel availability, and instrument approach capability, or driven by external conditions that affect the type and volume of aviation activity that occur there. External factors may include proximity to commercial markets, other airports, and population centers or the socio-economic characteristics of surrounding communities. Because each airport within a system plays a different role, the availability of facilities and services must align with what an airport is and how it functions.

At the inception of this 2020 Colorado Aviation System Plan (CASP), the Colorado Department of Transportation (CDOT) Division of Aeronautics determined the existing airport classification methodology no longer met the needs of the state or its airports. This methodology was first developed during the 2000 Colorado Inventory and Implementation Plan and later revised during the 2005 and 2011 CASP updates. This chapter aims to classify each system airport in a manner that aligns with the current needs and policies of the Colorado system. Following a review of federal methodologies, types of classification methodologies, and an evaluation of Colorado's existing classification system, the 2020 CASP takes a fresh approach to classify airports in a manner that reflects existing conditions and anticipated growth. Facility and service objectives that correspond with the 2020 CASP airport classifications and are used to guide future airport development needs are documented at the end of the chapter.

The information in this chapter is presented as follows:

- Federal Classifications
- Types of State Classification Methodologies
- 2011 CASP Roles
- 2020 CASP Classifications
- Facility and Service Objectives

5.2. Federal Classifications

Airports are classified at the state and federal levels to reflect the diverse roles that airports play in each of these spheres. Depending on the unique needs of the airport system, federal and state classifications can be identical, partially overlap, or be completely different. The following section explains the federal classification system established by the Federal Aviation Administration (FAA) known as the National Plan of Integrated Airport Systems (NPIAS).

5.2.1. National Plan of Integrated Airport Systems

The *Report to Congress, NPIAS 2019-2023* (*2019-2023 NPIAS*) is the latest publication from the FAA that identifies 3,321 existing and seven proposed public-use airports as significant to the national air system (3,328 total). These airports encompass all types of landing areas specifically developed for conventional fixed-wing aircraft, helicopters, and seaplanes.[1] Ninety-eight percent of NPIAS airports are publicly owned (3,249), while two percent (72) are owned by private entities. These airports serve various functions within the system, and each plays an integral role in the economic, social, and/or physical well-being of the residents of and visitors to the U.S., as well as the private and public institutions that operate within its borders. Most NPIAS airports are eligible to receive federal entitlement and discretionary funds through the Airport Improvement Program (AIP) for planning and development projects including improvements related to enhancing airport safety, capacity, security, and environmental concerns.[2]

As summarized in **Table 5.1**, NPIAS airports are defined as either Primary or Nonprimary. Primary airports are defined as receiving scheduled air carrier service with 10,000 or more enplaned passengers per year. Primary airports are subdivided based on the percent of total U.S. enplanements (i.e., passengers boarding an aircraft) annually occurring at their facility. There are 380 Primary airports in the U.S. Nonprimary airports encompass Nonprimary Commercial Service, Reliever, and General Aviation (GA) airports and are generally defined in terms of activity type and level. The 2,941 Nonprimary airports included in the latest NPIAS account for 59 percent of the active GA fleet, 64 percent of aircraft operations, and 38 percent of the AIP-eligible development through 2023.[3]

Table 5.1. NPIAS Classifications

Type	Definition
Primary: Scheduled air carrier services with 10,000 more enplanements[1]	
Large Hub	One percent or more
Medium Hub	At least 0.25 but less than 1.0 percent
Small Hub	At least 0.05 but less than 0.25 percent
Nonhub	Less than 0.05 percent but more than 10,000
Nonprimary	
Commercial Service	Public airports receiving scheduled passenger service and at least 2,500 but no more than 10,000 enplaned passengers per year
Reliever	Public or private airports designated by the FAA to relieve GA traffic congestion at nearby commercial service airports and provide improved GA access to the overall community
GA	Public-use airports that do not have scheduled air carrier service or have less than 2,500 enplanements

Note: [1]Subcategories defined in terms of percent of total U.S. enplanements.

Source: FAA NPIAS, 2019-2023

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[1] FAA 2019-2023 NPIAS. p.2.

[2] FAA. (2017). Overview: What is AIP? Available online at www.faa.gov/airports/aip/overview/#eligible_projects (accessed April 2019).

[3] FAA 2019-2023 NPIAS. p.7.

There are 49 airports in Colorado included in the *2019-2023 NPIAS*. This report determines airport classifications in the NPIAS for years 2019 and 2020 utilizing data from 2016; it is biennially updated, and the next report will be released in 2021. The total number of NPIAS airports within each classification is presented in **Table 5.2**, along with an example of a Colorado airport in that classification.

Table 5.2. Total NPIAS Airports (U.S. and Colorado)

Classification	No. of Airports		Colorado Airport Example
	U.S.	Colorado	
Primary			
Large Hub	30	1	Denver International
Medium Hub	31	0	Not Applicable (NA)
Small Hub	72	1	Colorado Springs Municipal
Nonhub	247	7	Eagle County Regional
Sub-Total	**380**	**9**	-
Nonprimary			
Commercial Service	126	3	Cortez Municipal
Reliever	261	4	Rocky Mountain Metropolitan
GA	2,554	33	Colorado Plains Regional
Sub-Total	**2,941**	**40**	-
Total	***3,321***	***49***	

Source: FAA NPIAS, 2019-2023

Table 5.3 presents the current (2019-2023) FAA classifications for all NPIAS airports in Colorado.

Table 5.3. Colorado's 2019-2023 NPIAS Airport Classifications

Associated City	Airport	FAA ID	FAA Classification
Primary			
Aspen	Aspen-Pitkin County	ASE	Nonhub
Colorado Springs	Colorado Springs Municipal	COS	Small
Denver	Denver International	DEN	Large
Durango	Durango-La Plata County	DRO	Nonhub
Eagle	Eagle County Regional	EGE	Nonhub
Grand Junction	Grand Junction Regional	GJT	Nonhub
Gunnison	Gunnison-Crested Butte Regional	GUC	Nonhub
Hayden	Yampa Valley	HDN	Nonhub
Montrose	Montrose Regional	MTJ	Nonhub
Nonprimary			
Akron	Colorado Plains Regional	AKO	GA
Alamosa	San Luis Valley Regional	ALS	CS
Boulder	Boulder Municipal	BDU	GA
Buena Vista	Central Colorado Regional	AEJ	GA

Associated City	Airport	FAA ID	FAA Classification
Burlington	Kit Carson County	ITR	GA
Canon City	Fremont County	1V6	GA
Colorado Springs	Meadow Lake	FLY	Reliever
Cortez	Cortez Municipal	CEZ	CS
Craig	Craig-Moffat	CAG	GA
Delta	Blake Field	AJZ	GA
Denver	Centennial	APA	Reliever
Denver	Rocky Mountain Metropolitan	BJC	Reliever
Denver	Colorado Air and Space Port	CFO	Reliever
Erie	Erie Municipal	EIK	GA
Fort Collins/Loveland	Northern Colorado Regional	FNL	CS
Fort Morgan	Fort Morgan Municipal	FMM	GA
Granby	Granby-Grand County	GNB	GA
Greeley	Greeley-Weld County	GXY	GA
Holyoke	Holyoke	HEQ	GA
Kremmling	Mc Elroy Airfield	20V	GA
La Junta	La Junta Municipal	LHX	GA
Lamar	Lamar Municipal	LAA	GA
Leadville	Lake County	LXV	GA
Limon	Limon Municipal	LIC	GA
Longmont	Vance Brand	LMO	GA
Meeker	Meeker/Coulter Field	EEO	GA
Monte Vista	Monte Vista Municipal	MVI	GA
Nucla	Hopkins Field	AIB	GA
Pagosa Springs	Stevens Field	PSO	GA
Pueblo	Pueblo Memorial	PUB	GA
Rangely	Rangely	4V0	GA
Rifle	Rifle Garfield County	RIL	GA
Salida	Harriet Alexander Field	ANK	GA
Steamboat Springs	Steamboat Springs	SBS	GA
Sterling	Sterling Municipal	STK	GA
Telluride	Telluride Regional	TEX	GA
Trinidad	Perry Stokes	TAD	GA
Walsenburg	Spanish Peaks Airfield	4V1	GA
Wray	Wray Municipal	2V5	GA
Yuma	Yuma Municipal	2V6	GA

Source: FAA NPIAS, 2019-2023

5.2.2. FAA ASSET Study

As shown in **Table 5.2**, approximately 77 percent of all NPIAS airports in the U.S. are Nonprimary GA compared to 67 percent of Colorado's NPIAS airports. Encompassing all civilian airports that do not provide scheduled air carrier service or serve as reliever facilities, these Nonprimary GA facilities support a wide variety of aeronautical activities integral to the nation's air transportation network and to Colorado's residents and visitors. Activities such as wildland firefighting, aerial medical evacuations, and search and rescue operations cannot always be economically supported at airports with air carrier service, and is many times provided at GA airports. These services are essential in rural communities and can mean the difference between life and death. In some cases, alternative modes of delivery for certain activities, such as fighting forest fires without aerial support, are less effective and pose greater risks to human life.

In 2012, the FAA reviewed the network of GA facilities within the NPIAS to better capture their diverse functions and economic contributions. The results of this study were compiled in *General Aviation Airports: A National Asset* (referred to as ASSET 1 or the ASSET Study). This report highlights the following key aeronautical functions provided by the GA airport system:

- Emergency preparedness and response
- Critical community access for remote areas
- Commercial, industrial, and economic activity functions
- Access to tourism and special events
- Other aviation-specific functions, including corporate flights and flight instruction

The ASSET Study divided GA airports into four new roles or classifications designed to provide policymakers with a better understanding of the vast and diverse nature of the GA system. ASSET roles capture the true value of GA airports at local and regional levels and fill the gap left by the NPIAS in describing the activities and relative roles of airports in the national GA system. Roles are primarily based on existing activity levels, number and type of based aircraft, and volume and types of flights. Evaluation criteria also incorporate the aeronautical functions economically and operationally supported by the airport. As a result, the ASSET Study in part classifies airports based on their roles in serving the public interest. The ASSET Study also recognizes unclassified NPIAS airports, as they do not meet other criteria and have limited activity and number of based aircraft. It is also important to note that all Nonprimary airports—both those that are Nonprimary Commercial Service, Relievers, and Nonprimary GA—are classified in ASSET with corresponding roles. The ASSET roles are anticipated to continue to be updated in subsequent NPIAS publications using the criteria established by FAA in the ASSET Study. **Table 5.4** defines the ASSET roles.

Table 5.4. ASSET Roles

Role	Description
National	Support the national airport system by providing communities access to national and international markets in multiple states and throughout the U.S. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.
Regional	Support regional economies by connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas with an urban core population of at least 50,000 or Micropolitan Statistical Areas with a core urban population between 10,000 and 50,000.
Local	Supplement local communities by providing access to markets within a state or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is by piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service.
Basic	Provide a means for general aviation flying and link the community to the national airport system. These airports support general aviation activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at Basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad, and minimal infrastructure.
Unclassified	Currently in the NPIAS but with limited activity. If the next review of an Unclassified airport's activity shows levels that meet the criteria for one of the classifications, the airport will be reclassified in the next published NPIAS.

Source: ASSET 1, 2012

Following the release of ASSET 1, the FAA requested additional information from airport sponsors regarding the aeronautical functions supported by and the types of flying occurring at their airports.[4] Based in part on this subsequent investigation, the FAA released *ASSET 2: In-Depth Review of 497 Unclassified Airports* (ASSET 2) in 2014. This report further evaluated the Unclassified airports from ASSET 1 to review if additional data were available to classify these airports. Colorado did not have any Unclassified airports in ASSET 1 (2012) nor in ASSET 2 (2014). No airports in Colorado have fallen to this status during subsequent NPIAS biennial reevaluations of ASSET classifications. **Table 5.5** presents the ASSET categories of Colorado's Nonprimary airports, including the three Nonprimary airports that have commercial service but still have been assigned an ASSET category in the *2019-2023 NPIAS*.[5]

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[4] FAA. (2014) ASSET 2: In-Depth Review of 497 Unclassified Airports (ASSET 2). p. iii.

[5] Colorado's three Nonprimary Commercial Service airports include ALS, CEZ, and FNL.

Table 5.5. ASSET Roles of Colorado's NPIAS Nonprimary Airports

Associated City	Airport Name	FAA Identifier	ASSET Category
Akron	Colorado Plains Regional	AKO	Basic
Alamosa	San Luis Valley Regional	ALS	Local
Boulder	Boulder Municipal	BDU	Local
Buena Vista	Central Colorado Regional	AEJ	Basic
Burlington	Kit Carson County	ITR	Local
Canon City	Fremont County	1V6	Local
Colorado Springs	Meadow Lake	FLY	Regional
Cortez	Cortez Municipal	CEZ	Local
Craig	Craig-Moffat	CAG	Local
Delta	Blake Field	AJZ	Local
Denver	Centennial	APA	National
Denver	Rocky Mountain Metropolitan	BJC	National
Denver	Colorado Air and Space Port	CFO	Regional
Erie	Erie Municipal	EIK	Local
Fort Collins/Loveland	Northern Colorado Regional	FNL	Regional
Fort Morgan	Fort Morgan Municipal	FMM	Local
Granby	Granby-Grand County	GNB	Local
Greeley	Greeley-Weld County	GXY	Regional
Holyoke	Holyoke	HEQ	Basic
Kremmling	Mc Elroy Airfield	20V	Local
La Junta	La Junta Municipal	LHX	Basic
Lamar	Lamar Municipal	LAA	Local
Leadville	Lake County	LXV	Basic
Limon	Limon Municipal	LIC	Local
Longmont	Vance Brand	LMO	Regional
Meeker	Meeker/Coulter Field	EEO	Basic
Monte Vista	Monte Vista Municipal	MVI	Local
Nucla	Hopkins Field	AIB	Basic
Pagosa Springs	Stevens Field	PSO	Local
Pueblo	Pueblo Memorial	PUB	Regional
Rangely	Rangely	4V0	Basic
Rifle	Rifle Garfield County	RIL	Regional
Salida	Harriet Alexander Field	ANK	Local
Steamboat Springs	Steamboat Springs	SBS	Local
Sterling	Sterling Municipal	STK	Local
Telluride	Telluride Regional	TEX	Local
Trinidad	Perry Stokes	TAD	Basic
Walsenburg	Spanish Peaks Airfield	4V1	Basic
Wray	Wray Municipal	2V5	Local
Yuma	Yuma Municipal	2V6	Basic

Source: FAA NPIAS, 2019-2023

5.3. Types of State Classification Methodologies

In addition to the federal-level NPIAS utilized by the FAA to classify airports significant to the National Airspace System, many states develop tailored methodologies designed to describe airports' roles at the state, regional, and/or local levels. These roles or classifications are based on the aviation characteristics and functions most important to a state's specific needs and priorities and generally encompass both NPIAS and non-NPIAS airports. Nomenclature is often comprehendible by the aviation and non-aviation public, such as "business class, recreational, local service, general utility, or basic utility" (Advisory Circular [AC] 150-5070, Change 1, §209b).

Most state aviation system planning role classification structures employ one of just a few methodologies. These methodologies range from very complex systems that assign points based on airport services and facilities, to relatively straightforward flow chart methodologies. The following provides an overview of three common role stratification methodologies identified during the system plan review.

5.3.1. Stringent Set of Role Criteria

Applying a stringent set of role criteria to each airport role is a straightforward approach for stratifying a state's airport system. It is also the methodology utilized by the FAA ASSET Study. The approach is simple: to be in the highest airport role, an airport must meet the most demanding set of criteria, followed by continually less-stringent criteria for lower airport roles. This methodology typically uses the same type of criteria for all roles, although some system plans modify this methodology to use different criteria depending on the role level. For example, FAA ASSET uses the number of instrument flight rule (IFR) operations, number of based jet aircraft, number of international departures, annual interstate operations, annual enplanements, and air cargo landed weight as criteria for placing airports in the national airport classification. This methodology can also be adapted to allow airports to meet one of several sets of criteria to be placed within a specific role. For example, to be a Regional airport in the ASSET Study, an airport must meet one of the following criteria:

- The airport is in a metropolitan or micropolitan statistical area, has at least 10 annual domestic IFR flights over 500 miles in radius, at least 1,000 annual IFR operations, at least one based jet, or at least 100 based aircraft or
- The airport is in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service

This methodology's adaptability is its most notable advantage. By employing different criteria based on role and/or the use of "or" statements, the stringent sets of role criteria methodology can be modified for use in small or complex airport systems while remaining relatively easy to communicate to clients and the public. Conversely, without such modifications, the methodology is often too rigid to be adequate for all but the simplest of airport systems.

5.3.2. Flow Chart

A flow chart methodology uses an "if-then" series of decisions to categorize airports based on prioritized criteria as defined by the state. For example, a system of airports may first be divided based on tiers of primary runway length, then by the type of available fuel or instrument approach capabilities, number of based aircraft, and so on as deemed important to the specific state's airport system. An airport is assigned a role based on the path it takes along the flow chart. In addition to utilizing fewer criteria than other methodologies, advantages of the flow chart methodology include:

- Achieves detailed results with just a few decision criteria
- Easy to communicate to clients and the public
- Easy to duplicate when updating system plans

However, a flow chart can be less customizable than other structures, particularly the points system methodology described in the following section.

5.3.3. Points System

A points system methodology assigns points to airports based on airport characteristics such as activities and facilities as selected by the state. While this methodology can vary widely amongst states, facilities and services supporting higher levels of activity and larger aircraft are typically assigned a higher points value. For example, an airport with a 5,500-foot long runway would gain more points for runway length than an airport with a 3,800-foot long runway. Similarly, an airport with a population of 450,000 people in its market area would earn more points for population coverage than an airport with a smaller population in its market area. Different criteria may also be weighted differently based on their relative importance in the system. For example, the point total for runway length may be 10, while the total points available for population coverage may be five.

To determine roles, each airport's points are summed, and roles are assigned based on ranges of total points (e.g., 50-36 for primary airports, 35-20 for secondary airports, etc.). The state may also decide to establish a set number of airports in each role and categorize airports based on their relative scores to fit within the pre-established percentage structure. The primary advantage of the points system is that it can be customized to be as complex and nuanced as the airport system requires. However, this methodology is often difficult to clearly communicate to clients and the public and can be challenging to update between system plan updates.

5.4. 2011 CASP Roles

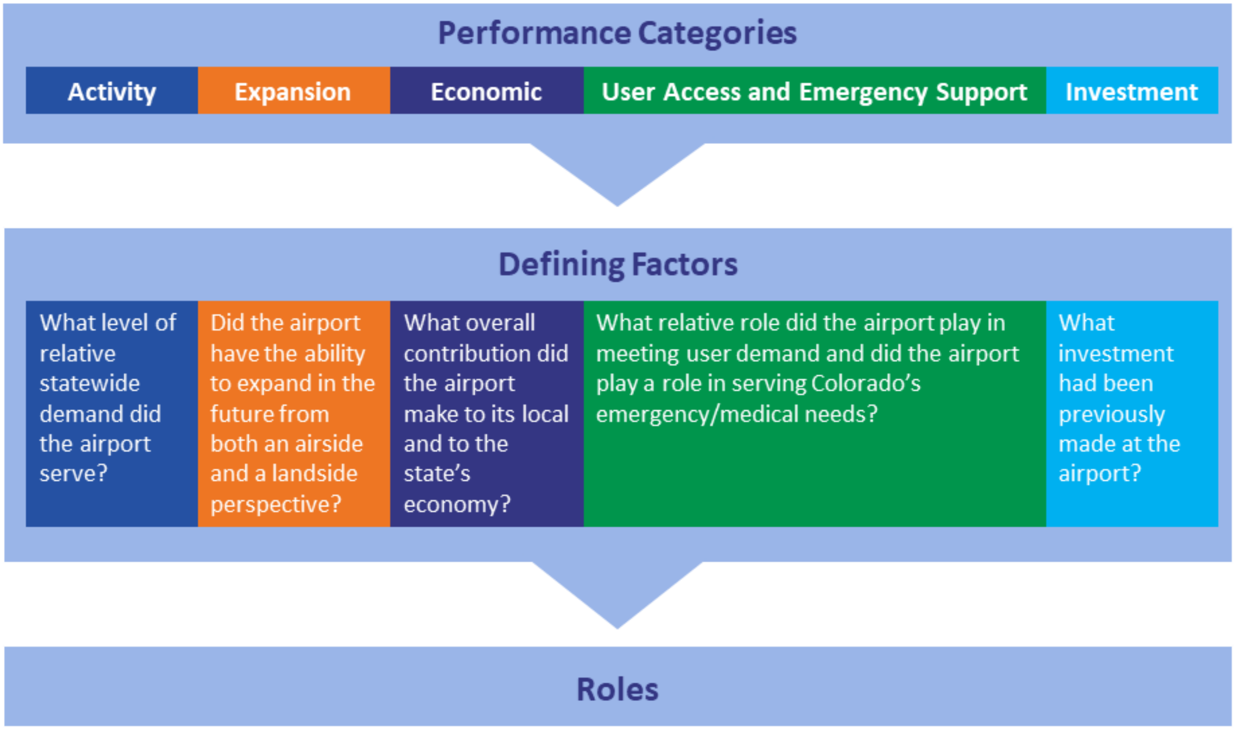
Colorado's existing airport system classification methodology was first developed during the 2000 CASP and later revised during the 2005 and 2011 updates. The existing methodology most closely aligns with the points system described above. All airports were first evaluated equally in terms of transportation needs served and abilities to provide economic support. Then, specific factors were applied to define each airport's role. This section describes the existing classification methodology and resultant roles that have generally governed the treatment of Colorado's system airports since 2000.

5.4.1. 2011 CASP Roles Evaluation

During the 2000 Colorado Inventory and Implementation Plan, an evaluation process was undertaken to develop a role assignment process for the Colorado system that recognized and considered the unique functions and services of general aviation airports (commercial service airports were also included). At that time, the FAA only had two distinctions for non-commercial service facilities: Reliever and GA airports. While CDOT Division of Aeronautics deemed the federal methodology to be fairly reflective of commercial service airports, the agency recognized that GA airports were playing different roles in Colorado.

As a result, CDOT Division of Aeronautics worked with the Colorado Aeronautical Board (CAB) to identify categories to distinguish roles for all system airports. These categories are consistent with those used by FAA to describe a balanced and viable airport system. **Figure 5.1** shows how the role evaluation process worked in terms of considering performance categories and defining factors within each category.

Figure 5.1. Role Evaluation Process



Performance Categories

Activity	Expansion	Economic	User Access and Emergency Support	Investment

Defining Factors

What level of relative statewide demand did the airport serve?	Did the airport have the ability to expand in the future from both an airside and a landside perspective?	What overall contribution did the airport make to its local and to the state's economy?	What relative role did the airport play in meeting user demand and did the airport play a role in serving Colorado's emergency/medical needs?	What investment had been previously made at the airport?

Roles

Source: CASP, 2011

The 2000 Colorado Inventory and Implementation Plan recognized that state-specific roles could be developed based on an evaluation of the many different internal and external factors that influence an airport's role in the system. The factors that were used to evaluate airports in terms of the performance categories depicted above are as follows:

- Activity
  - Total based aircraft
  - Based aircraft fleet (including based jets)
  - Total annual operations
  - Total annual itinerant operations
  - Enplanements (identifying separately those enplanements carried by operators receiving Essential Air Service [EAS] subsidies)
- Expansion: Manmade, natural, and environmental features that could limit future expansion
- Economic: Economic impact as calculated during the previous aviation economic impact study
- User Access and Emergency Support
  - Residents and pilots within a 30-minute drive of all system airports
  - Use in transporting medical personnel, doctors, patients, and veterinarians as identified by the American Hospital Association and operators of emergency aircraft

- Investment
    - Runway length
    - Runway strength or weight-bearing capacity
    - Approach type
    - Runway lighting type
    - Taxiway system
    - Fuel availability

Each airport was ranked and scored from high to low in terms of their performance against each factor. An example would be if the longest runway in the state was 12,000 feet long and the shortest runway was 3,500 feet long, the 12,000-foot-long runway would be ranked first, and the 3,500-foot-long runway would be ranked last. All other runways would be ranked in between. Once ranked, airports were sorted into similar groups for each factor. Scores from one to ten, with ten being the highest, were then assigned to airports in each group. For each role assignment factor and the sub-factors, a total score for each airport was established. The Colorado Aeronautical Board then assigned "importance weights" to each of the role assignment factors as follows:

- Activity: 5
- Coverage/emergency access: 4
- Economic: 5
- Investment: 3
- Expansion: 1

These importance weightings were multiplied with each airport's combined numerical score for each factor; multiplied scores for each factor were then totaled, and the airports were again sorted from high to low. Ultimately, this process led to a final score for all system airports, allowing airports to be grouped into three categories: low, medium, and high. Airports in the high category were designated as Major Airports, airports in the medium category were designated as Intermediate Airports, and airports in the low category were designated as Minor Airports.

In 2011, CDOT Division of Aeronautics fine-tuned the airport roles established in 2000 and updated in 2005 using three factors that indicate the performance of all airports: annual economic impact, state grant history, and fuel tax reimbursements.

Table 5.6 provides the outcome of the 2011 CASP airport role evaluation process. **Figure 5.2** is a map of airport roles as presented in the 2011 plan. Note that Animas Airpark (00C), Calhan (5V4), Crawford (99V), Dove Creek (8V6), Easton (Valley View) (11V), Platte Valley Airpark (18V), and Westwinds (D17) were included in the 2011 evaluation but were removed for the 2020 CASP due to privately-owned airports' ineligibility for CDOT Division of Aeronautics funding. Three other privately owned public-use airports at the time of the 2000 CASP were Mack Mesa, Gebauer, and Colorado Springs East who have since changed to private-use and the reason they are not included in further analysis within this chapter. It is important to recognize that the FAA's ASSET classifications were established in 2012 after the prior CASPs were completed.

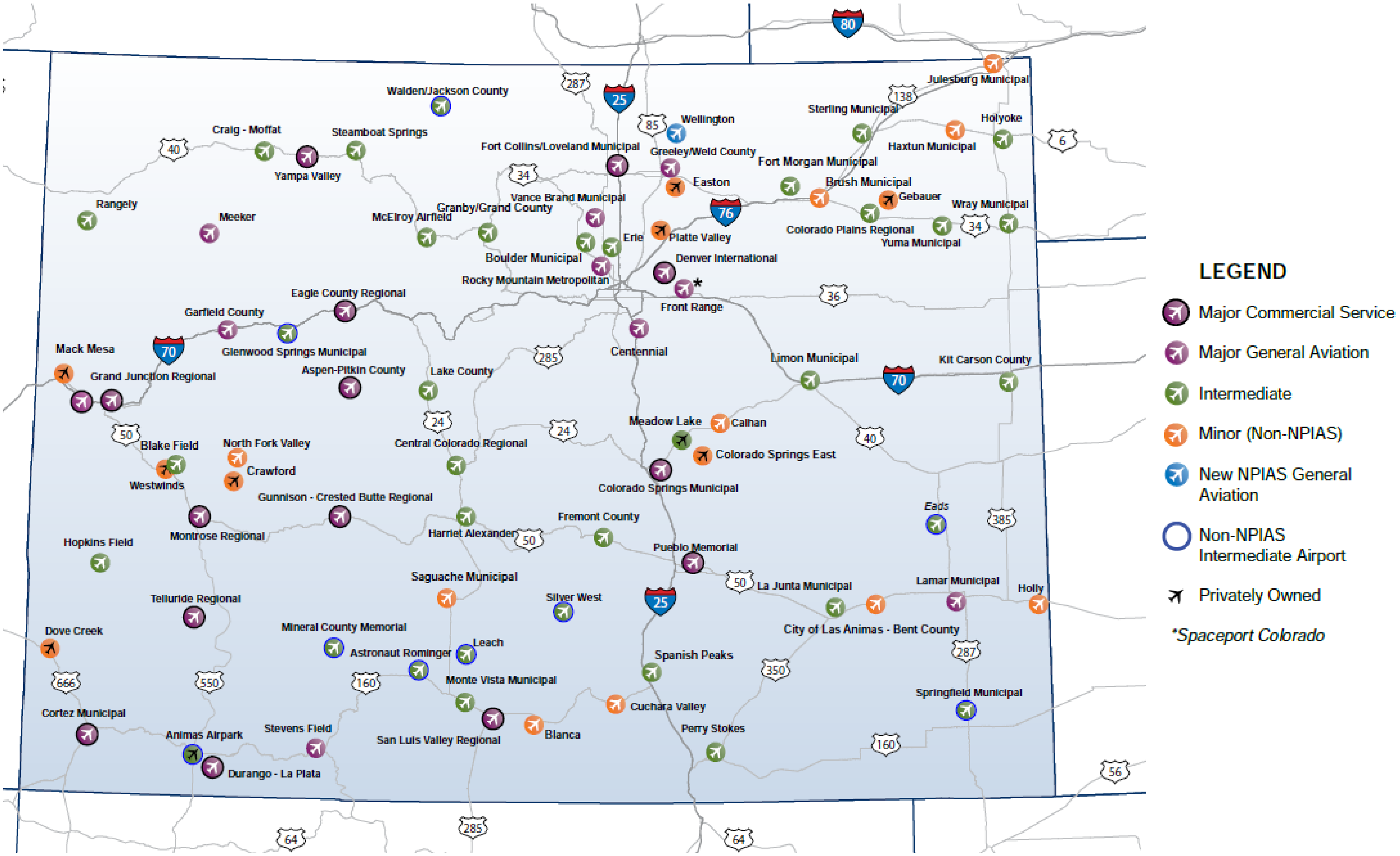
Table 5.6. 2011 CASP Airport Roles

Associated City	Airport	FAA Identifier	2011 Airport Role
Akron	Colorado Plains Regional	AKO	Intermediate
Akron	Gebauer	5V4	Minor
Alamosa	San Luis Valley Regional	ALS	Major
Aspen	Aspen-Pitkin County	ASE	Major
Blanca	Blanca	05V	Minor
Boulder	Boulder Municipal	BDU	Intermediate
Brush	Brush Municipal	7V5	Minor
Buena Vista	Central Colorado Regional	AEJ	Intermediate
Burlington	Kit Carson County	ITR	Intermediate
Calhan	Calhan	5V4	Minor
Canon City	Fremont County	1V6	Intermediate
Center	Leach Field	1V8	Intermediate
Colorado Springs	Colorado Springs Municipal	COS	Major
Colorado Springs	Meadow Lake	FLY	Intermediate
Cortez	Cortez Municipal	CEZ	Major
Craig	Craig-Moffat	CAG	Intermediate
Crawford	Crawford	99V	Minor
Creede	Mineral County Memorial	C24	Intermediate
Del Norte	Astronaut Kent Rominger	RCV	Intermediate
Delta	Blake Field	AJZ	Intermediate
Delta	Westwinds	D17	Minor
Denver	Centennial	APA	Major
Denver	Denver International	DEN	Major
Denver	Colorado Air and Space Port	CFO	Major
Denver	Rocky Mountain Metropolitan	BJC	Major
Dove Creek	Dove Creek	8V6	Minor
Durango	Durango-La Plata County	DRO	Major
Durango	Animas Airpark	00C	Intermediate
Eads	Eads Municipal	9V7	Intermediate
Eagle	Eagle County Regional	EGE	Major
Ellicott	Colorado Springs East	CO49	Minor
Erie	Erie Municipal	EIK	Intermediate
Fort Collins/Loveland	Northern Colorado Regional	FNL	Major
Fort Morgan	Fort Morgan Municipal	FMM	Intermediate
Glenwood Springs	Glenwood Springs Municipal	GWS	Intermediate
Granby	Granby-Grand County	GNB	Intermediate
Grand Junction	Grand Junction Regional	GJT	Major
Greeley	Greeley-Weld County	GXY	Major
Greeley	Easton (Valley View)	11V	Minor
Gunnison	Gunnison-Crested Butte Regional	GUC	Major
Haxtun	Haxtun Municipal	17V	Minor
Hayden	Yampa Valley	HDN	Major
Holly	Holly	K08	Minor
Holyoke	Holyoke	HEQ	Intermediate
Hudson	Platte Valley Airpark	18V	Minor
Julesburg	Julesburg Municipal	7V8	Minor
Kremmling	Mc Elroy Airfield	20V	Intermediate
La Junta	La Junta Municipal	LHX	Intermediate

Associated City	Airport	FAA Identifier	2011 Airport Role
La Veta	Cuchara Valley	07V	Minor
Lamar	Lamar Municipal	LAA	Major
Las Animas	Las Animas-Bent County	7V9	Minor
Leadville	Lake County	LXV	Intermediate
Limon	Limon Municipal	LIC	Intermediate
Longmont	Vance Brand	LMO	Major
Mack	Mack Mesa	10CO	Minor
Meeker	Meeker/Coulter Field	EEO	Major
Monte Vista	Monte Vista Municipal	MVI	Intermediate
Montrose	Montrose Regional	MTJ	Major
Nucla	Hopkins Field	AIB	Intermediate
Pagosa Springs	Stevens Field	PSO	Major
Paonia	North Fork Valley	7V2	Minor
Pueblo	Pueblo Memorial	PUB	Major
Rangely	Rangely	4V0	Intermediate
Rifle	Rifle Garfield County	RIL	Major
Saguache	Saguache Municipal	04V	Minor
Salida	Harriet Alexander Field	ANK	Intermediate
Springfield	Springfield Municipal	8V7	Intermediate
Steamboat Springs	Steamboat Springs	SBS	Intermediate
Sterling	Sterling Municipal	STK	Intermediate
Telluride	Telluride Regional	TEX	Major
Trinidad	Perry Stokes	TAD	Intermediate
Walden	Walden-Jackson County	33V	Intermediate
Walsenburg	Spanish Peaks Airfield	4V1	Intermediate
Westcliffe	Silver West	C08	Intermediate
Wray	Wray Municipal	2V5	Intermediate
Yuma	Yuma Municipal	2V6	Intermediate

Source: CASP, 2011

Figure 5.2. 2011 CASP Airport Roles


Walden/Jackson County
Craig - Moffat
Steamboat Springs
Yampa Valley
Fort Collins/Loveland Municipal
Wellington
Greeley/Weld County
Sterling Municipal
Julesburg Municipal
Holyoke
Haxtun Municipal
Fort Morgan Municipal
Easton
Brush Municipal
Gebauer
Wray Municipal
Colorado Plains Regional
Yuma Municipal
Rangely
Meeker
McElroy Airfield
Granby/Grand County
Vance Brand Municipal
Erie
Platte Valley
Boulder Municipal
Rocky Mountain Metropolitan
Denver International
Front Range
Eagle County Regional
Garfield County
Glenwood Springs Municipal
Aspen-Pitkin County
Lake County
Centennial
Limon Municipal
Kit Carson County
Mack Mesa
Grand Junction Regional
Blake Field
Westwinds
North Fork Valley
Crawford
Central Colorado Regional
Meadow Lake
Calhan
Colorado Springs East
Colorado Springs Municipal
Gunnison - Crested Butte Regional
Montrose Regional
Hopkins Field
Harriet Alexander
Fremont County
Eads
Pueblo Memorial
Saguache Municipal
Silver West
La Junta Municipal
Lamar Municipal
Holly
City of Las Animas - Bent County
Telluride Regional
Dove Creek
Mineral County Memorial
Astronaut Rominger
Leach
Monte Vista Municipal
Spanish Peaks
Cuchara Valley
Blanca
San Luis Valley Regional
Perry Stokes
Springfield Municipal
Cortez Municipal
Animas Airpark
Stevens Field
Durango - La Plata
80
25
70
76
287
85
138
6
40
34
36
285
24
50
385
550
160
666
350
56
64
LEGEND
Major Commercial Service
Major General Aviation
Intermediate
Minor (Non-NPIAS)
New NPIAS General Aviation
Non-NPIAS Intermediate Airport
Privately Owned
*Spaceport Colorado

Source: CASP, 2011

5.5. 2020 CASP Classifications

As discussed above, state roles are developed to reflect the existing and future needs of the state whereas ASSET classifications reflect the roles of airports at the national level. The previous CASP methodology employed multiple factors in five performance categories (i.e., activity, expansion, economic, user access and emergency support, and investment) to score and rank airports. The results of this assessment were used to classify airports in terms of their abilities to serve the state's transportation and economic needs prior to any FAA categorization for GA airports such as ASSET.

The 2020 CASP re-evaluated the prior methodology to determine its continued ability to accurately describe the functions of Colorado's airports while meeting the needs of CDOT Division of Aeronautics and providing some comparison with the FAA's ASSET classifications. Based on discussions with CDOT Division of Aeronautics and the Project Advisory Committee (PAC), as well as the overall needs of Colorado's airports, it was determined that the 2020 CASP would establish a new classification methodology that more closely aligns with the NPIAS and the FAA's ASSET system. At the same time, CDOT Division of Aeronautics emphasized the importance of tailoring the methodology to the specific needs of Colorado's system airports and recognizing the contributions of all airports to the overall system.

To create a revised methodology in alignment with the federal system and reflective of Colorado's specific needs, goals, and existing policies, the 2020 CASP first separated airports with existing or committed scheduled commercial service including 14 CFR Part 121 air carrier service and scheduled Part 135 or Part 380 commercial service. Airports that provide any level of scheduled commercial service were assigned the role of Commercial Service in the state system, regardless of whether they are classified as such in the NPIAS.[6,7] Once this distinction had been made, GA airports were then evaluated to determine the classifications at the state level.

The GA classification process began by reviewing the nomenclature of the FAA's GA ASSET system. Composed of four classifications specific to GA airports (National, Regional, Local, and Basic, see **Table 5.4**), the ASSET classifications are generally designed to characterize the geographic markets served and the type and volume of aviation activities that typically occur at the GA airports. CDOT Division of Aeronautics determined that this nomenclature was appropriate for state roles except in the case of Basic airports. Basic airports serve local communities, often support quality-of-life activities such as emergency services and medical transport, offer access to less populated regions, and can provide economic benefits to surrounding areas. To better describe the function of such airports in Colorado, the 2020 CASP revised this terminology to "Community." Community airports also better align with the geographic/market-associated nomenclatures of the three other ASSET classifications. During these discussions, it also became apparent that Colorado's non-NPIAS airports that did not meet the Community role criteria should be placed in an additional category. Again, reflective of geographic

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[6] At the federal level, the role of Commercial Service is only assigned to Primary Commercial Service facilities. Nonprimary Commercial Service Airports are classified in ASSET with an associated GA classification, but also have a "category" of commercial service. Additional details about Primary versus Nonprimary airports are provided in Section 5.2.1. Section 5.2.2 describes the ASSET system.

[7] Northern Colorado Regional (FNL) is classified as Commercial Service because commercial service is expected to return once the remote tower is approved by the FAA. For additional detail, see Chapter 4. Aviation System Issues, Section 4.2.

areas, a final category of "Rural" airports was added to the 2020 CASP classifications scheme. "GA" was also added before each of the state roles to signify that these are state classifications. This clarifies that all airport classifications except Commercial Service are GA facilities in Colorado.

Once the terminology was finalized, the 2020 CASP reviewed how all system airports fall into these classifications at the state level. NPIAS and Non-NPIAS airports were evaluated similarly as described in the following sections.

5.5.1. Classifications of NPIAS Airports

The federal classifications documented in Section 5.2 served as the basis for the classification of Colorado's 49 NPIAS airports at the state level. However, several important revisions were added to tailor the methodology to the unique needs of the state. As described above, NPIAS airports are deemed critical to the National Airspace System. To be eligible for inclusion, an airport must provide scheduled commercial service with a minimum of 2,500 or more annual revenue enplaning passengers (existing or projected within the plan period of the NPIAS report) or be a GA airport meeting the following criteria:[8]

- Included in an FAA-accepted state aviation system plan or metropolitan aviation system plan
- Serves a community more than 30-minutes or more average ground travel time from the nearest existing or proposed NPIAS airport
- Supports at least 10 based aircraft or is projected to do so during the short-range (five-year) planning period
- Has an eligible sponsor willing to take responsibility for airport ownership and development

An airport's inclusion in the NPIAS generally means that it continues to meet these eligibility requirements. As such, the 2020 CASP assumes that Colorado's 49 NPIAS airports currently meet these criteria and will continue to do so through the planning horizon. Once this foundational assumption was established, state classifications for NPIAS airports were examined.

The NPIAS/ASSET system uses a flow-chart methodology designed to appropriately classify airports nationally with peer facilities based on their functions within geographic markets. Airports are assessed in terms of their performance using key indicators of aviation type and volume, such as instrument operations, based aircraft/jet, and support of air cargo. The factors used in this evaluation are described in the *2019-2023 NPIAS Report*, with additional details provided in *Appendix C: Statutory and Policy Airport Categories Use in the NPIAS Report*.[9] Additionally, factors used to classify GA airports are described in ASSET 1, *Appendix A-1: Criteria Used to Categorize General Aviation Airports*.[10]

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[8] FAA. (2000). *Order 5090.3C: Field Formulation of the NPIAS*. Available online at https://www.faa.gov/documentLibrary/media/Order/planning_5090_3c.pdf (accessed July 2019).

[9] FAA (2019). *Appendix C: Statutory and Policy Airport Categories Used in the NPIAS*. Available at www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2019-2023-Appendix-C.pdf (accessed April 2019).

[10] FAA (2010). *Appendix A-1: Criteria Used to Categorize General Aviation Airport*. Available online at www.faa.gov/airports/planning_capacity/ga_study/media/2012AssetReportAppA.pdf (accessed April 2019).

While deemed generally appropriate for the Colorado aviation system, three key changes were incorporated into this federal framework for use in the state classification system. First, all airports with existing or committed scheduled commercial services were classified as Commercial Service at the state level regardless of their classification in the NPIAS/ASSET system (as described above). Next, the 2020 CASP reassessed GA airports' federal classifications using 2018 data for instrument operations, based aircraft, and enplanements. The *2019-2023 NPIAS* classified airports using 2016 and 2017 data.[11] This reassessment was deemed necessary due to the rapid year-over-year demand changes witnessed in Colorado and the availability of updated information. The use of 2018 data also aligns with the baseline data year used in other CASP analyses.

Finally, on-site weather reporting was added as an evaluation criterion for GA-Local airports. This is because instrument operations as reported in the FAA's Traffic Flow Management System Counts (TFMSC) were deemed insufficient to describe the role of these airports in the system and all but one non-NPIAS airport met the minimum TFMSC operations for classification. The TFMSC records filed flight plans, which could be conducted under visual flight rules. On-site weather reporting provides a supplemental criterion that, when used in combination with instrument operations, more accurately indicates GA-Local airports' functions at the state level.

The factors used to evaluate Colorado's NPIAS airports are summarized in **Table 5.7**. The table also highlights the factors tailored specifically for Colorado, including when data was updated from 2016 to 2018. The factors appear according to the order in which they are used to classify airports at the federal and state levels.

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[11] As determined based on discussion with FAA officials.

Table 5.7. FAA/State Airport Classification Factors and Relevancy

Factor	Relevancy	Updated for 2020 CASP? / Data Source (year)*
Commercial service	The availability of scheduled commercial service indicates a higher level of demand and business activity. Commercial service airports are federally mandated to be included in the NPIAS. Only Primary Commercial Service airports are classified as Commercial Service in the NPIAS, while airports providing any scheduled air carrier service (or where there is a commitment for air carrier service to return in the near term) are classified as such at the state level.	Yes / CDOT Division of Aeronautics
Enplanements	The number of revenue passengers boarding an aircraft is an important indicator of an airport's role in the economy. Paying passengers on a commercial airline choose an airport based on its location and services offered.	Yes / FAA's Terminal Area Forecast (TAF) (2018)
Based aircraft	The number of operational and airworthy aircraft stored at a facility is a measure of the size of the airport and the activity it supports in a community or region.	Yes / National Based Aircraft Inventory Program (2018), Airport Inventory & Data Form (2018)
Based jets	Jets are generally used in conjunction with corporate/business aviation and other activities that indicate economic activity. Jets require specific infrastructure and services and are generally flown long distances. Based jet aircraft are thus an important indicator of an airport's role and economic contribution to an area.	Yes / National Based Aircraft Inventory Program (2018), Airport Inventory & Data Form (2018)
Domestic flights over 500 miles	Interstate flights over 500 nautical miles indicate the geographic area and market served by a GA airport.	No / *NPIAS 2019-2023*
IFR operations	The number and type of aircraft operations is a key indicator of an airport's role. Flights operating under IFR must file an IFR flight plan, including information about the type of aircraft. Additionally, IFR activity requires instrument approach capability, which is critical for access during instrument meteorological conditions (IMC). Thus, the number of IFR operations provides an estimate of activity, indicates the sophistication of aircraft flying there, and the presence of certain advanced instrumentation.	Yes / TFMSC (2018)
International flights	Flights to international destinations indicates the markets and geographic areas served by an airport. International arrivals and departures are also indicative of the type of aircraft used as an airport, particularly in Colorado, as the state does not adjoin an international border.	No / *NPIAS 2019-2023*

Factor	Relevancy	Updated for 2020 CASP? / Data Source (year)*
Interstate flights	The number of flights to interstate destinations indicates market and geographic areas served.	No / *NPIAS 2019-2023*
Landed cargo weight	Air cargo is an important component of contemporary logistics chains, especially with the rapid increase in e-commerce. Air cargo indicates an airport's importance in the local economy and may indicate the presence of certain facilities necessary to handle shipments. It is important to note that few GA airports have landed cargo weights of significance.	No / *NPIAS 2019-2023*
Located over 30 miles from the nearest NPIAS airport	When airports are located over 30 miles from another airport, it becomes more likely that it will be used to access a remote community and provide emergency services and response.	No / *NPIAS 2019-2023*
On-site weather reporting	The presence of an Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS) or Automated Unicom provides real-time weather data to pilots. This increases safety and indicates the sophistication of an airport's instrumentation. The presence of on-site weather reporting can be a critical factor for emergency services personnel including medical flight operators when determining which airports to operate at.	Yes / National Flight Data Center (2018)
Opened within the last 10 years	A recently opened airport may not have been able to reach projected activity levels due to unforeseen events such as increased fuel prices or other economic contexts beyond an airport's control.	No / *NPIAS 2019-2023*
Owned/Serving a Native American community	An airport that serves a Native American community generally provides access, mobility, and economic opportunity to historically disadvantaged and underserved areas.	No / *NPIAS 2019-2023*
Public interest supported by government agencies	Airports may support the public interest by providing communities with access to critical functions provided by government agencies including firefighting, law enforcement, freight and mail service, and scheduled air service.	No / *NPIAS 2019-2023*
Publicly owned	A publicly owned, public use airport has access to federal and/or state dollars and should be managed in a way that supports the public interest.	No / *NPIAS 2019-2023*

Factor	Relevancy	Updated for 2020 CASP? / Data Source (year)*
Reliever airport	FAA-designated Reliever airports are airports designated by the FAA to relieve congestion at commercial service airports and to provide improved general aviation access to the overall community. They provide capacity gains at commercial service airports by attracting GA aircraft with lower capacities and slower speeds from commercial service airports. They also spread out aircraft over a wider area generally improving air traffic in the community.	No / *NPIAS 2019-2023*
Special aeronautical use	Airports can support many types of special aeronautical uses such as space flight that may not otherwise be captured in the federal functional analysis.	No / *NPIAS 2019-2023*

**Note: Eleven Colorado airports have different classifications at the state and federal levels due to the use of updated data and different use of the Commercial Service classification. These changes are highlighted in Table 5.11.*

Sources: Kimley-Horn, 2019; FAA, 2010

5.5.2. Classifications of Non-NPIAS Airports

Like NPIAS airports, the classification of Colorado's non-NPIAS airports first considered use of the federal methodology as its general framework. However, CDOT Division of Aeronautics and the project team determined that none of the 17 non-NPIAS airports could meet the criteria for the three highest classifications (i.e., Commercial Service, GA-National, GA-Regional). Accordingly, the function of non-NPIAS airports at the state level could effectively be classified using the following indicators:

- Number of instrument operations
- Availability of on-site weather reporting
- Number of based aircraft
- Number of annual enplanements

All airports that did not meet the thresholds for GA-Local and GA-Community were classified as GA-Rural facilities. The relevancy of the factors and data sources remain the same as described for NPIAS airports in **Table 5.7** above.

5.5.3. 2020 CASP Methodology

In summary, the 2020 CASP developed a classification flow chart in close alignment with the federal methodology to provide a systematic process for the classification of Colorado's airports. NPIAS airport classifications were reevaluated using 2018 data for instrument operations, based aircraft/jets, and enplanements as well as new information for on-site weather reporting. Additionally, all airports with existing or committed scheduled commercial service were assigned the classification of Commercial Service.[12] Non-NPIAS airports underwent a simplified approach designed to effectively characterize their functions at state and local levels using four key factors while equally evaluating them compared to similar NPIAS airports. This methodology applies a logical approach to categorize airports based on quantitative data that can be independently validated to evaluate the type and volume of activity occurring at each facility.

Figure 5.3 depicts the classification flow chart that integrates the federal methodology with the Colorado-specific revisions developed during the 2020 CASP. CDOT Division of Aeronautics can utilize the system should the agency decide to reevaluate the classifications of Colorado's system airports prior to the next CASP update.

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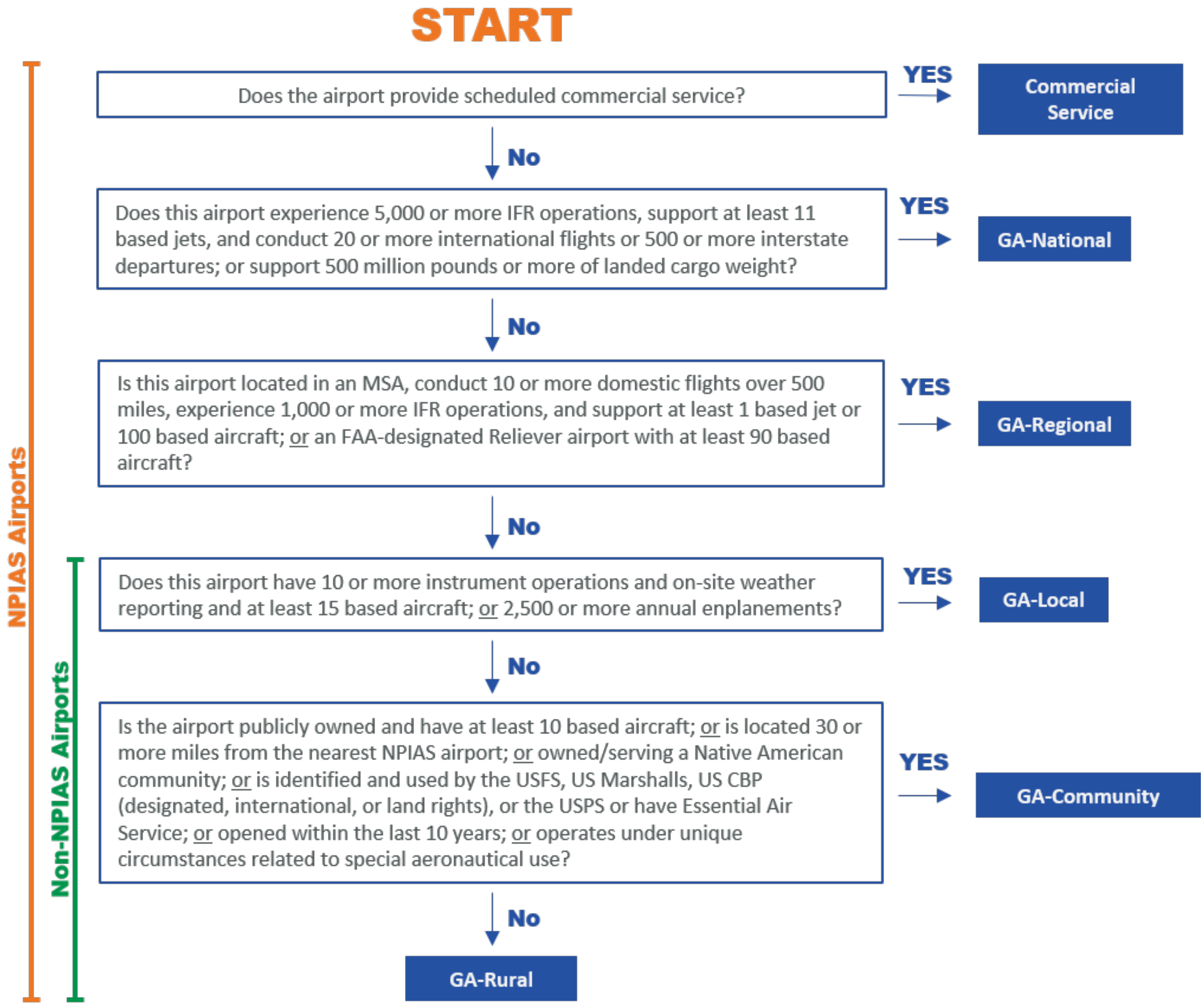
[12] As noted above, Allegiant Airlines has committed to returning to Northern Colorado Regional Airport (FNL) once the remote tower is approved by the FAA.

Figure 5.3. 2020 CASP Flow Chart Methodology


START
NPIAS Airports
Non-NPIAS Airports
YES
Commercial Service
No
YES
GA-National
No
YES
GA-Regional
No
YES
GA-Local
No
YES
GA-Community
No
GA-Rural

Does the airport provide scheduled commercial service?

Does this airport experience 5,000 or more IFR operations, support at least 11 based jets, and conduct 20 or more international flights or 500 or more interstate departures; or support 500 million pounds or more of landed cargo weight?

Is this airport located in an MSA, conduct 10 or more domestic flights over 500 miles, experience 1,000 or more IFR operations, and support at least 1 based jet or 100 based aircraft; or an FAA-designated Reliever airport with at least 90 based aircraft?

Does this airport have 10 or more instrument operations and on-site weather reporting and at least 15 based aircraft; or 2,500 or more annual enplanements?

Is the airport publicly owned and have at least 10 based aircraft; or is located 30 or more miles from the nearest NPIAS airport; or owned/serving a Native American community; or is identified and used by the USFS, US Marshalls, US CBP (designated, international, or land rights), or the USPS or have Essential Air Service; or opened within the last 10 years; or operates under unique circumstances related to special aeronautical use?

Source: Kimley-Horn, 2019

5.5.4. Airport Role Definitions

This flow chart methodology was applied to the 65 publicly owned, public-use airports and one privately owned, public-use airport that compose the 2020 Colorado airport system using the process described in Section 5.5.1 for NPIAS airports and 5.5.2 for non-NPIAS airports. **Table 5.8** summarizes the results of this analysis by classification and compares the results to the 2011 CASP roles. As previously mentioned, Animas Airpark (00C), Calhan (5V4), Colorado Springs East (CO49), Crawford (99V), Dove Creek (8V6), Easton (Valley View) (11V), Gebauer (5V6), Mack Mesa (10CO), Platte Valley Airpark (18V), and Westwinds (D17) were included in the 2011 evaluation but were removed for the 2020 CASP due to privately-used airports' ineligibility for CDOT Division of Aeronautics funding. Note that the methodologies and associated categories are significantly different. Therefore, a direct comparison between historic and current classifications is not appropriate.

Table 5.8. 2011 / 2020 CASP Classifications Summary Results

2011 CASP Airports			2020 CASP Airports		
Role	Number	Percent (%)*	Classification	Number	Percent (%)*
Major	23	32%	Commercial Service	14	21%
Intermediate	35	48%	GA-National	2	3%
Minor	15	21%	GA-Regional	5	8%
Total	**73**	**100%**	GA-Local	19	29%
			GA-Community	16	24%
			GA-Rural	10	15%
			Total	**66**	**100%**

Sources: CASP, 2011; Kimley-Horn, 2019

Table 5.9 lists Colorado's airports by associated city, provides their status in the NPIAS, and identifies each airport's classification developed as part of the 2020 CASP. **Table 5.10** presents similar information with the airports grouped by classification. **Figure 5.4** provides a map of the 2020 Colorado system airports by classification. These results represent the airport classifications that will be used as a baseline for further analyses of the Colorado airport system in subsequent chapters.

Table 5.9. 2020 CASP Classification Summary

Associated City	Airport	FAA ID	NPIAS Status	2020 CASP Classification
Akron	Colorado Plains Regional	AKO	NPIAS	GA-Community
Alamosa	San Luis Valley Regional	ALS	NPIAS	Commercial Service
Aspen	Aspen-Pitkin County	ASE	NPIAS	Commercial Service
Blanca	Blanca	05V	Non-NPIAS	GA-Rural
Boulder	Boulder Municipal	BDU	NPIAS	GA-Local
Brush	Brush Municipal	7V5	Non-NPIAS	GA-Rural
Buena Vista	Central Colorado Regional	AEJ	NPIAS	GA-Local
Burlington	Kit Carson County	ITR	NPIAS	GA-Local
Canon City	Fremont County	1V6	NPIAS	GA-Local
Center	Leach	1V8	Non-NPIAS	GA-Rural

Associated City	Airport	FAA ID	NPIAS Status	2020 CASP Classification
Colorado Springs	Colorado Springs Municipal	COS	NPIAS	Commercial Service
Colorado Springs	Meadow Lake	FLY	NPIAS	GA-Regional
Cortez	Cortez Municipal	CEZ	NPIAS	Commercial Service
Craig	Craig-Moffat	CAG	NPIAS	GA-Local
Creede	Mineral County Memorial	C24	Non-NPIAS	GA-Community
Del Norte	Astronaut Kent Rominger	RCV	Non-NPIAS	GA-Local
Delta	Blake Field	AJZ	NPIAS	GA-Local
Denver	Centennial	APA	NPIAS	GA-National
Denver	Rocky Mountain Metropolitan	BJC	NPIAS	GA-National
Denver	Denver International	DEN	NPIAS	Commercial Service
Denver	Colorado Air and Space Port	CFO	NPIAS	GA-Regional
Durango	Durango-La Plata County	DRO	NPIAS	Commercial Service
Eads	Eads Municipal	9V7	Non-NPIAS	GA-Rural
Eagle	Eagle County Regional	EGE	NPIAS	Commercial Service
Erie	Erie Municipal	EIK	NPIAS	GA-Local
Fort Collins/ Loveland	Northern Colorado Regional*	FNL	NPIAS	Commercial Service
Fort Morgan	Fort Morgan Municipal	FMM	NPIAS	GA-Local
Glenwood Springs	Glenwood Springs Municipal	GWS	Non-NPIAS	GA-Local
Granby	Granby-Grand County	GNB	NPIAS	GA-Community
Grand Junction	Grand Junction Regional	GJT	NPIAS	Commercial Service
Greeley	Greeley-Weld County	GXY	NPIAS	GA-Regional
Gunnison	Gunnison-Crested Butte Regional	GUC	NPIAS	Commercial Service
Haxtun	Haxtun Municipal	17V	Non-NPIAS	GA-Rural
Hayden	Yampa Valley	HDN	NPIAS	Commercial Service
Holly	Holly	K08	Non-NPIAS	GA-Rural
Holyoke	Holyoke Municipal	HEQ	NPIAS	GA-Community
Julesburg	Julesburg Municipal	7V8	Non-NPIAS	GA-Rural
Kremmling	Mc Elroy Airfield	20V	NPIAS	GA-Local
La Junta	La Junta Municipal	LHX	NPIAS	GA-Local
La Veta	Cuchara Valley	07V	Non-NPIAS	GA-Rural
Lamar	Lamar Municipal	LAA	NPIAS	GA-Local
Las Animas	Las Animas-Bent County	7V9	Non-NPIAS	GA-Community
Leadville	Lake County	LXV	NPIAS	GA-Community
Limon	Limon Municipal	LIC	NPIAS	GA-Local
Longmont	Vance Brand	LMO	NPIAS	GA-Regional
Meeker	Meeker/Coulter Field	EEO	NPIAS	GA-Community
Monte Vista	Monte Vista Municipal	MVI	NPIAS	GA-Community

Associated City	Airport	FAA ID	NPIAS Status	2020 CASP Classification
Montrose	Montrose Regional	MTJ	NPIAS	Commercial Service
Nucla	Hopkins Field	AIB	NPIAS	GA-Community
Pagosa Springs	Stevens Field	PSO	NPIAS	GA-Local
Paonia	North Fork Valley	7V2	Non-NPIAS	GA-Community
Pueblo	Pueblo Memorial	PUB	NPIAS	Commercial Service
Rangely	Rangely	4V0	NPIAS	GA-Community
Rifle	Rifle Garfield County	RIL	NPIAS	GA-Regional
Saguache	Saguache Municipal	04V	Non-NPIAS	GA-Rural
Salida	Harriet Alexander Field	ANK	NPIAS	GA-Local
Springfield	Springfield Municipal	8V7	Non-NPIAS	GA-Community
Steamboat Springs	Steamboat Springs/ Bob Adams Field	SBS	NPIAS	GA-Local
Sterling	Sterling Municipal	STK	NPIAS	GA-Local
Telluride	Telluride Regional	TEX	NPIAS	Commercial Service
Trinidad	Perry Stokes	TAD	NPIAS	GA-Community
Walden	Walden-Jackson County	33V	Non-NPIAS	GA-Rural
Walsenburg	Spanish Peaks Airfield	4V1	NPIAS	GA-Local
Westcliffe	Silver West	C08	Non-NPIAS	GA-Community
Wray	Wray Municipal	2V5	NPIAS	GA-Community
Yuma	Yuma Municipal	2V6	NPIAS	GA-Community

**Note: Northern Colorado Regional (FNL) does not currently provide scheduled commercial service. However, commercial service is expected to return to the facility once the remote tower has been approved by the FAA.*

Source: Kimley-Horn, 2019

Table 5.10. 2020 CASP Airports by Classification

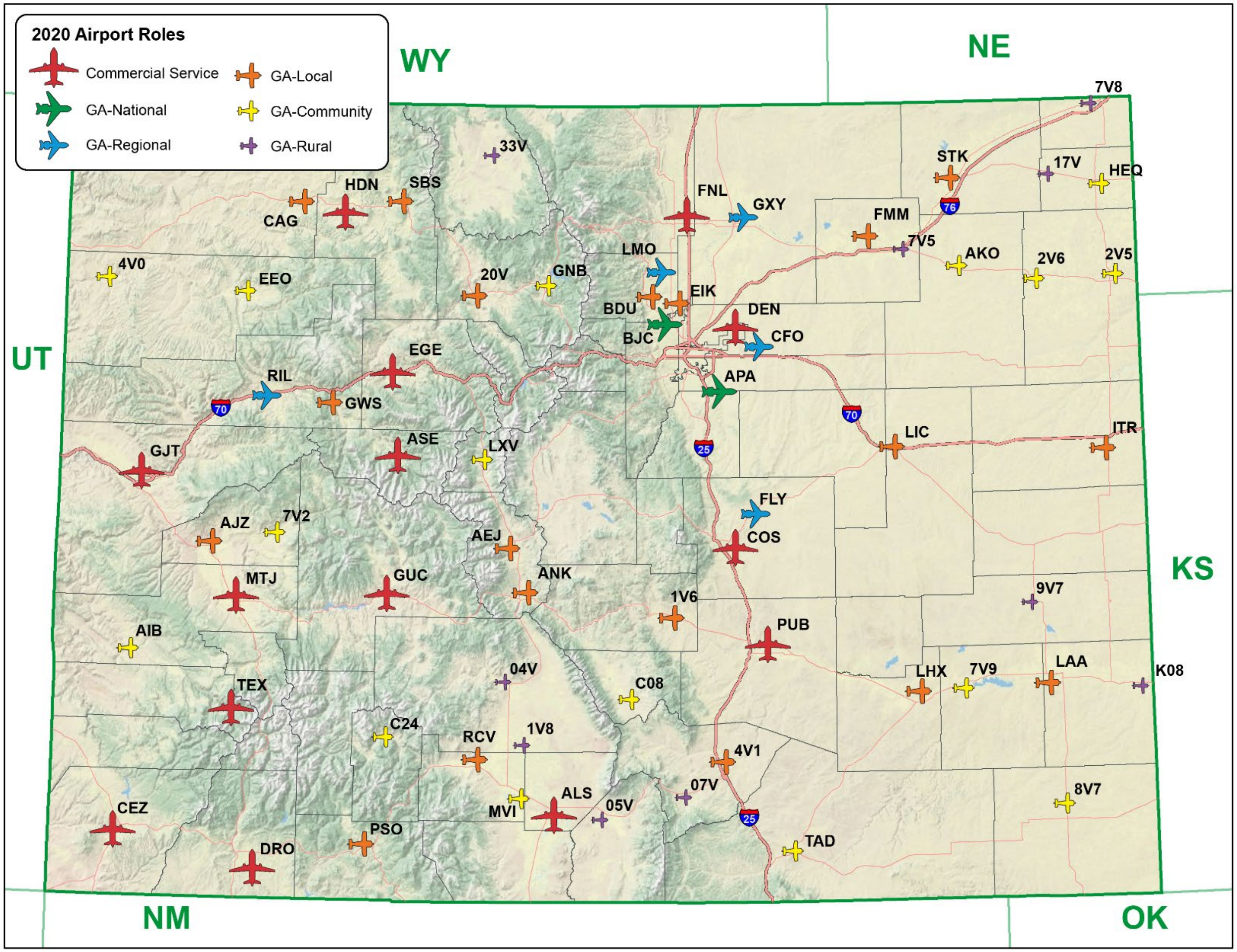
Associated City	Airport	FAA ID	NPIAS Status
Commercial Service			
Alamosa	San Luis Valley Regional	ALS	NPIAS
Aspen	Aspen-Pitkin County	ASE	NPIAS
Colorado Springs	Colorado Springs Municipal	COS	NPIAS
Cortez	Cortez Municipal	CEZ	NPIAS
Denver	Denver International	DEN	NPIAS
Durango	Durango-La Plata County	DRO	NPIAS
Eagle	Eagle County Regional	EGE	NPIAS
Fort Collins/Loveland	Northern Colorado Regional*	FNL	NPIAS
Grand Junction	Grand Junction Regional	GJT	NPIAS
Gunnison	Gunnison-Crested Butte Regional	GUC	NPIAS
Hayden	Yampa Valley	HDN	NPIAS
Montrose	Montrose Regional	MTJ	NPIAS
Pueblo	Pueblo Memorial	PUB	NPIAS
Telluride	Telluride Regional	TEX	NPIAS
GA-National			
Denver	Centennial	APA	NPIAS
Denver	Rocky Mountain Metropolitan	BJC	NPIAS
GA-Regional			
Colorado Springs	Meadow Lake	FLY	NPIAS
Denver	Colorado Air and Space Port	CFO	NPIAS
Greeley	Greeley-Weld County	GXY	NPIAS
Longmont	Vance Brand	LMO	NPIAS
Rifle	Rifle Garfield County	RIL	NPIAS
GA-Local			
Boulder	Boulder Municipal	BDU	NPIAS
Buena Vista	Central Colorado Regional	AEJ	NPIAS
Burlington	Kit Carson County	ITR	NPIAS
Canon City	Fremont County	1V6	NPIAS
Craig	Craig-Moffat	CAG	NPIAS
Del Norte	Astronaut Kent Rominger	RCV	Non-NPIAS
Delta	Blake Field	AJZ	NPIAS
Erie	Erie Municipal	EIK	NPIAS
Fort Morgan	Fort Morgan Municipal	FMM	NPIAS
Glenwood Springs	Glenwood Springs Municipal	GWS	Non-NPIAS
Kremmling	Mc Elroy Airfield	20V	NPIAS
La Junta	La Junta Municipal	LHX	NPIAS
Lamar	Lamar Municipal	LAA	NPIAS
Limon	Limon Municipal	LIC	NPIAS

Associated City	Airport	FAA ID	NPIAS Status
Pagosa Springs	Stevens Field	PSO	NPIAS
Salida	Harriet Alexander Field	ANK	NPIAS
Steamboat Springs	Steamboat Springs	SBS	NPIAS
Sterling	Sterling Municipal	STK	NPIAS
Walsenburg	Spanish Peaks Airfield	4V1	NPIAS
GA-Community			
Akron	Colorado Plains Regional	AKO	NPIAS
Creede	Mineral County Memorial	C24	Non-NPIAS
Granby	Granby-Grand County	GNB	NPIAS
Holyoke	Holyoke	HEQ	NPIAS
Las Animas	Las Animas-Bent County	7V9	Non-NPIAS
Leadville	Lake County	LXV	NPIAS
Meeker	Meeker/Coulter Field	EEO	NPIAS
Monte Vista	Monte Vista Municipal	MVI	NPIAS
Nucla	Hopkins Field	AIB	NPIAS
Paonia	North Fork Valley	7V2	Non-NPIAS
Rangely	Rangely	4V0	NPIAS
Springfield	Springfield Municipal	8V7	Non-NPIAS
Trinidad	Perry Stokes	TAD	NPIAS
Westcliffe	Silver West	C08	Non-NPIAS
Wray	Wray Municipal	2V5	NPIAS
Yuma	Yuma Municipal	2V6	NPIAS
GA-Rural			
Blanca	Blanca	05V	Non-NPIAS
Brush	Brush Municipal	7V5	Non-NPIAS
Center	Leach	1V8	Non-NPIAS
Eads	Eads Municipal	9V7	Non-NPIAS
Haxtun	Haxtun Municipal	17V	Non-NPIAS
Holly	Holly	K08	Non-NPIAS
Julesburg	Julesburg Municipal	7V8	Non-NPIAS
La Veta	Cuchara Valley	07V	Non-NPIAS
Saguache	Saguache Municipal	04V	Non-NPIAS
Walden	Walden-Jackson County	33V	Non-NPIAS

**Note: Northern Colorado Regional (FNL) does not currently provide scheduled commercial service. However, commercial service is expected to return to the facility once the remote tower has been approved by the FAA.*

Source: Kimley-Horn, 2019

Figure 5.4. 2020 CASP Airport Classifications


2020 Airport Roles
Commercial Service
GA-Local
GA-National
GA-Community
GA-Regional
GA-Rural
WY
NE
UT
KS
NM
OK
7V8
33V
STK
17V
HEQ
HDN
SBS
CAG
FNL
GXY
FMM
7V5
AKO
2V6
2V5
4V0
EEO
20V
GNB
LMO
EIK
BDU
DEN
BJC
CFO
EGE
RIL
GWS
APA
70
76
25
GJT
ASE
LXV
LIC
ITR
FLY
COS
AJZ
7V2
AEJ
MTJ
GUC
ANK
1V6
9V7
AIB
PUB
04V
LHX
7V9
LAA
K08
TEX
C08
C24
RCV
1V8
4V1
CEZ
MVI
ALS
05V
07V
8V7
PSO
DRO
TAD

Source: Kimley-Horn, 2019

Table 5.11 highlights the 11 NPIAS airports in the Colorado system with different classifications at the federal and state levels. Eight airports have a higher classification at the state level, while three airports are higher in the federal system.

Table 5.11. 2019-2023 ASSET versus 2020 CASP Classifications

Associated City	Airport Name	FAA ID	ASSET Classification	2020 CASP Classification
Alamosa	San Luis Valley Regional	ALS	Local	Commercial Service
Buena Vista	Central Colorado Regional	AEJ	Basic	GA-Local
Cortez	Cortez Municipal	CEZ	Local	Commercial Service
Fort Collins/ Loveland	Northern Colorado Regional*	FNL	Regional	Commercial Service
Granby	Granby-Grand County	GNB	Local	GA-Community
La Junta	La Junta Municipal	LHX	Basic	GA-Local
Monte Vista	Monte Vista Municipal	MVI	Local	GA-Community
Pueblo	Pueblo Memorial	PUB	Regional	Commercial Service
Telluride	Telluride Regional	TEX	Local	Commercial Service
Walsenburg	Spanish Peaks Airfield	4V1	Basic	GA-Local
Wray	Wray Municipal	2V5	Local	GA-Community

**Note: Northern Colorado Regional (FNL) does not currently provide scheduled commercial service. However, commercial service is expected to return to the facility once the remote tower has been approved by the FAA.*

Sources: FAA NPIAS, 2019-2023; Kimley-Horn, 2019

5.6. Facility and Service Objectives

An effectual and well-functioning airport system provides a full suite of facilities and services needed to meet the needs of all airport users. During the system planning process, it is important to identify the facilities and services that allow airports to optimally support their functions at the local, state, and federal levels (as applicable). Facility and service objectives provide the minimum recommended guidelines by classification regarding the infrastructure, facilities, and services required to best support the type and volume of aviation activity typified by that classification. They offer specific guidance on how airports can improve their abilities to serve constituents and enhance the statewide aviation system.

It is important to note that these objectives are not requirements or mandates but serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. An airport that offers facilities and services above or below these objectives can still be fulfilling its role based on local needs and context; however, the inability to meet certain guidelines may impact the future efficacy of the overall system. While individual airports should consider these objectives when planning for future development, specific needs should be discussed with CDOT Division of Aeronautics and the FAA and be tailored to each airport depending on existing and anticipated future needs. The reduction or removal of existing facilities and services is not considered during the system analysis as an airport with facilities or services above the objectives for its classification may have airport-specific needs that are greater than those identified in the CASP.

5.6.1. Defining Facility and Service Objectives

The facility and service objectives of the 2020 CASP represent the components of an airport with the greatest potential to significantly impact or support the type and amount of activity that normally occurs there. This study evaluated the following airport components for each of the classifications of the Colorado aviation system:

- Airport Reference Code (ARC)
- Runway length (ability to accommodate a certain percentage of existing aircraft by type)
- Runway width (feet)
- Runway strength (single-wheel landing gear in pounds)
- Taxiway (full parallel, partial parallel, connectors, or turnarounds)
- Runway markings (precision, non-precision, basic RW)
- Approach (precision, localizer precision with vertical guidance [LPV], near-precision approach, non-precision approach, visual)
- Visual aids (rotating beacon, lighted wind cone, wind cone, runway end identifier lights [REILs], precision approach indicator lights [PAPIs], visual glide slope indicators [VGSIs], approach lighting systems [ALS])
- Runway lighting (high intensity runway lighting [HIRL], medium intensity runway lighting [MIRL], low intensity runway lighting [LIRL], reflectors)
- Weather reporting (ATCT, ASOS, AWOS, Automated Unicom, dual barometers)
- Terminal: commercial service (CS) and/or GA (ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations, ratio of terminal square footage to passenger enplanements and itinerant operations, facility with restrooms, flight planning space, WiFi, and rest area)
- Apron tie-downs (tie-downs for percentage of based aircraft fleet plus percentage of weekly average overnight storage during peak season)
- Hangars (hangars for percentage of aircraft fleet plus percentage of weekly average overnight transient storage)
- Maintenance/snow removal equipment (SRE) storage building
- Electric vehicle charging stations
- Perimeter security (full perimeter fencing with security gates and appropriate signage, aircraft operations area [AOA] three-wire fencing with appropriate signage)
- Jet A fuel (full service, 24/7 self-service, or call-out)
- AvGas fuel (full service, 24/7 self-service, or call-out)
- Aircraft de-icing (including fluid collection and dedicated de-icing area)
- Sustainability plan

Table 5.12 presents the facility and service objectives defined for each of the six classifications of Colorado's system airports. In some cases, it is recommended that airports maintain existing facilities and/or services, as it is assumed that they meet the local and/or regional needs but are not required by all airports within that classification to most effectively serve the needs of typical airport users.

Table 5.12. Colorado System Airport Facility and Service Objectives by Classification

Objective	Commercial Service	GA-National	GA-Regional	GA-Local	GA-Community	GA-Rural
Airfield						
ARC	C-III/C-II*	C-II	B-II	B-II	B-I	B-I
Runway length	Align with Master Plan	Align with Master Plan	Align with Master Plan	Accommodate 100% of small aircraft adjusted for altitude and mean maximum daily temp during hottest month	Accommodate 75% small aircraft adjusted for altitude and mean maximum daily temp during hottest month	Maintain existing
Runway width	150 feet/100 feet	100 feet	75 feet	75 feet	60 feet	60 feet
Runway strength	60,000 pounds	60,000 pounds	30,000 pounds	30,000 pounds	12,500 pounds	12,500 pounds
Taxiway	Full parallel	Full parallel	Full parallel	Partial parallel	Turn-arounds	Maintain existing
Runway markings	Precision	Precision	Non-precision	Non-precision	Non-precision	Basic
Lighting/Navigational Aids (NAVAIDs)						
Approach	Precision	Precision	Non-precision with vertical guidance	Non-precision	Non-precision	Maintain existing
Visual aids	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, REILs, VGSIs	Wind cone
Runway lighting	HIRL or MIRL	HIRL or MIRL	MIRL	MIRL	MIRL	Reflectors
Weather reporting	On-site ASOS or AWOS	On-site ASOS or AWOS	On-site ASOS or AWOS	On-site ASOS, AWOS, or Automated Unicom	On-site ASOS, AWOS, or Automated Unicom	Non-certified weather

Objective	Commercial Service	GA-National	GA-Regional	GA-Local	GA-Community	GA-Rural
Landside Facilities						
Terminal (CS and/or GA)	Acceptable ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations	Acceptable ratio of terminal square footage to passenger enplanements and itinerant operations	Facility with restrooms, flight planning space, Wi-Fi, and rest area	Facility with restrooms, flight planning space, Wi-Fi, and rest area	Facility with restrooms, flight planning space, Wi-Fi, and rest area	Based on community need
Apron tie-downs	Tie-downs for 20% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	Tie-downs for 60% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	Tie-downs for 100% of based aircraft fleet
Hangars	Hangars for 80% of based aircraft fleet plus 50% of weekly average overnight transient storage	Hangars for 60% of based aircraft fleet plus 50% of weekly average overnight transient storage	Hangars for 60% of based aircraft fleet plus 50% of weekly average overnight transient storage	Hangars for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage	Hangars for 40% of based aircraft fleet	Based on community need
Maintenance/SRE storage building	Yes	Yes	Yes	Yes	Based on community need	Based on community need
Electric vehicle charging station	Yes	Yes	Yes	Yes	Based on community need	Based on community need
Perimeter security	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage	AOA three-wire fencing with appropriate signage	AOA three-wire fencing with appropriate signage	AOA three-wire fencing with appropriate signage

Objective	Commercial Service	GA-National	GA-Regional	GA-Local	GA-Community	GA-Rural
Services/Other						
Jet A fuel	Full service	Full service	Full service	24/7 (self-serve or call out)	Based on community need	Based on community need
AvGas fuel	Full service	Full service	Full service	24/7 (self-serve or call out)	24/7 (self-serve or call out)	Based on community need
Aircraft de-icing	De-icing facilities including fluid collection	De-icing facilities including fluid collection	Dedicated de-icing area	Based on community need	Based on community need	Based on community need
Courtesy car	Yes	Yes	Yes	Yes	Yes	Based on community need
Sustainability plan	Yes	Yes	Yes	Based on community need	Based on community need	Based on community need

**Note: Runway design standards should be determined by individual airports based on airport-specific needs and aviation demand.*

Source: Kimley-Horn, 2019

5.7. Classifications Summary

The 2020 CASP adopted a systematic, data-driven flow chart methodology to classify Colorado's 66 system airports. This methodology determines the classifications airports fall into based on clear criteria to provide insight into how each airport operates in its local, regional, and statewide contexts. This methodology is straightforward, aligns with existing state and federal policies, and reflects the current conditions and needs of Colorado system airports. Facility and service objectives were then identified for each classification. These objectives provide minimum development guidance to help airports optimally support the type and volume of aviation activities that typically occur there. The classifications and facility and service objectives identified in this chapter are used as the baselines for the subsequent analyses of the 2020 CASP.