



**COLORADO SPRINGS
AIRPORT**

MASTER PLAN UPDATE

COLORADO SPRINGS CITY COUNCIL

August 22, 2022



Key Partners

Federal Aviation Administration (FAA)

Colorado Department of Transportation (CDOT), Aeronautics Division

City of Colorado Springs, Airport Sponsor

El Paso County

Airport Advisory Commission (AAC)

Project Advisory Committee (PAC)

Community Outreach

- Project Advisory Committee
- Stakeholder and Neighborhood Meetings
- User and Tenant surveys
- Social Media Updates
- Media Releases
- Local Government Briefings
- FAA/CDOT collaboration
- Project website:

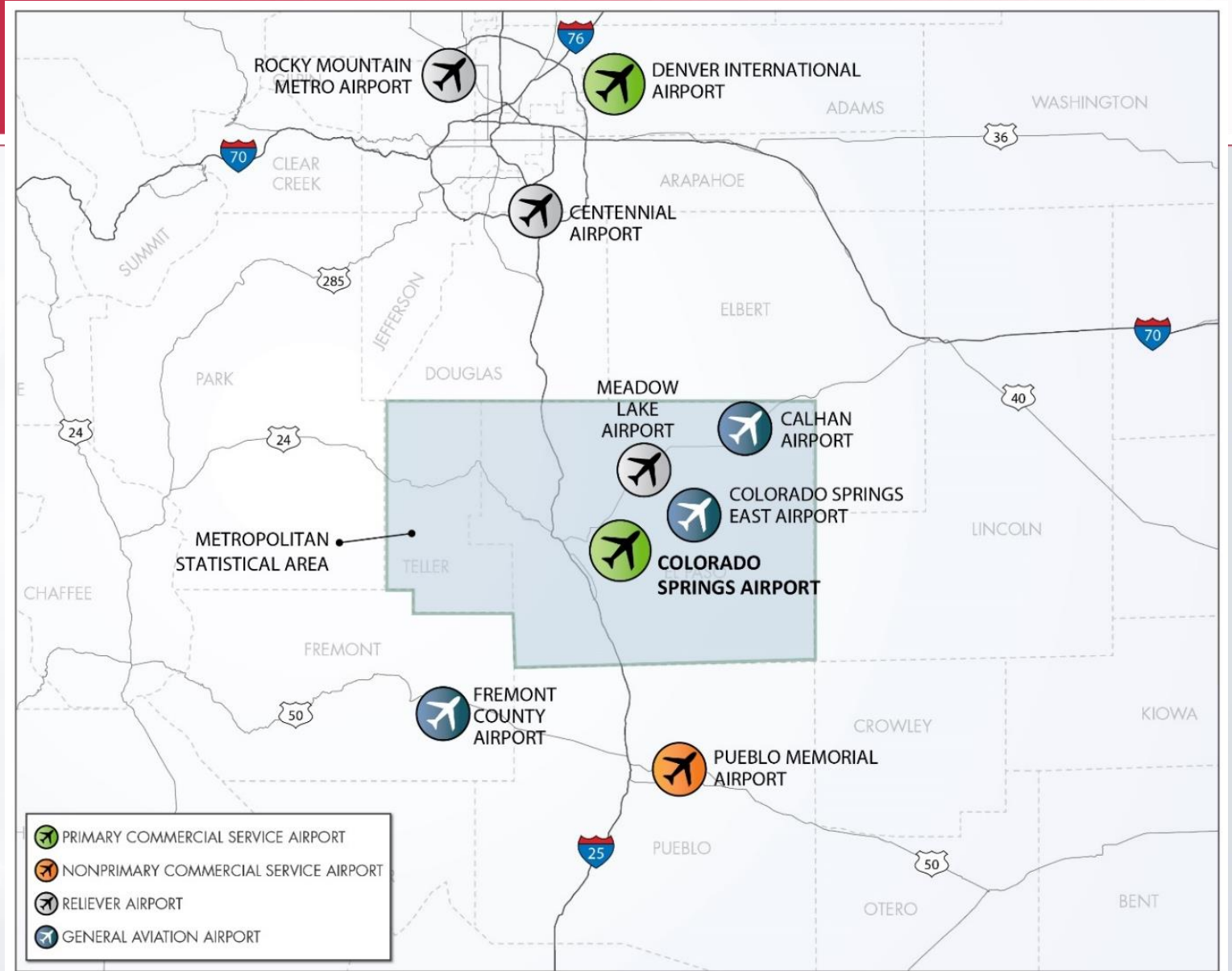
www.coloradospringsairportmasterplan.com



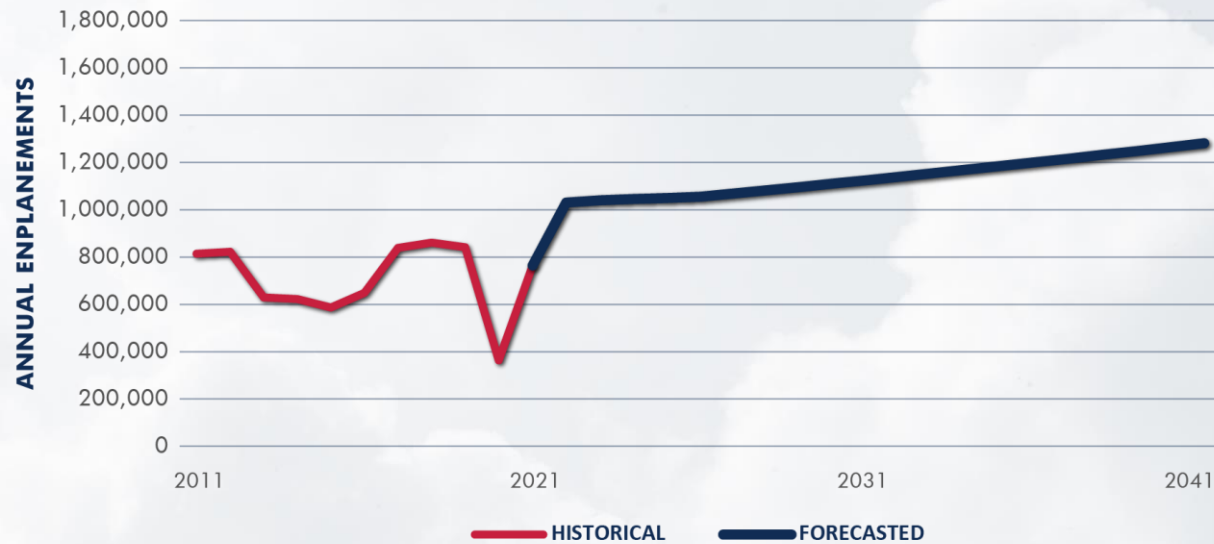
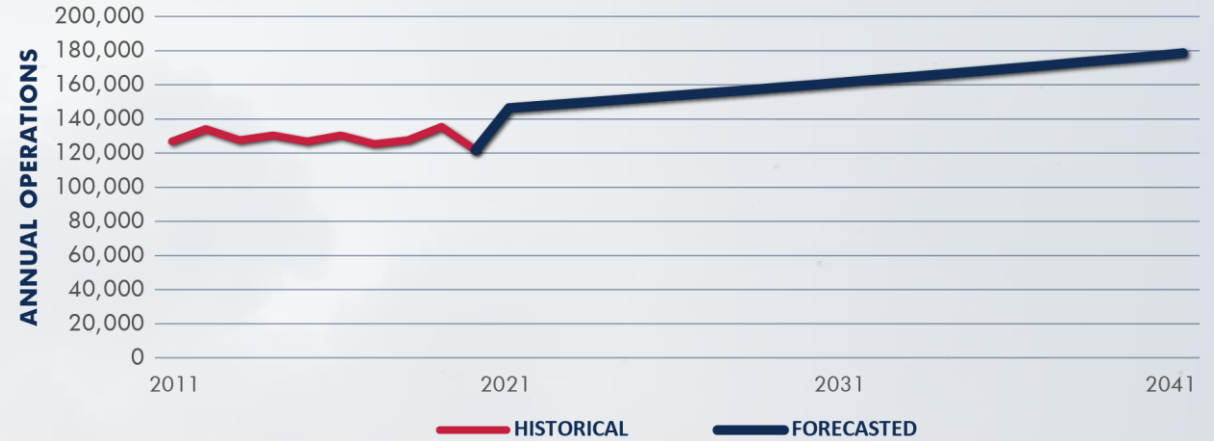
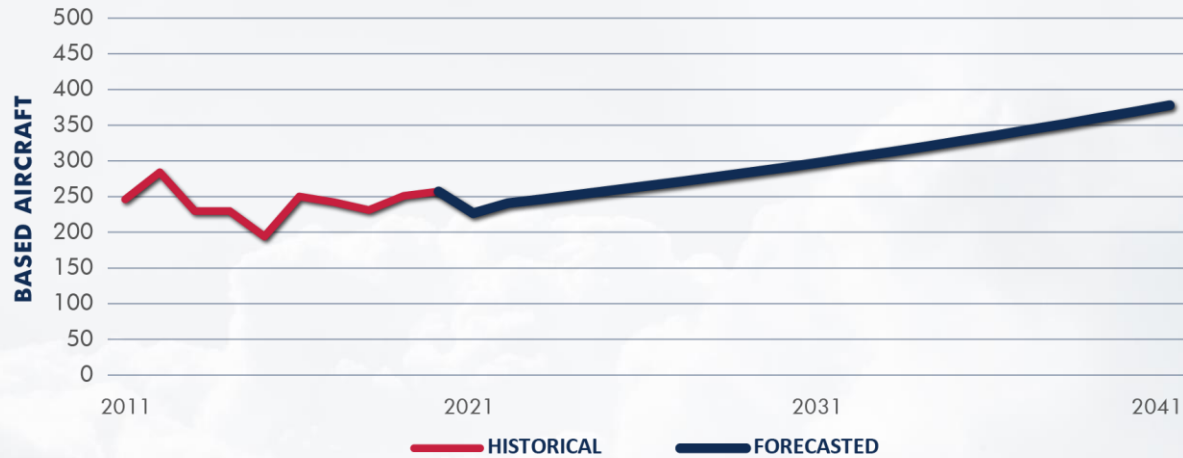


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COS Market Area



Forecasted Activity

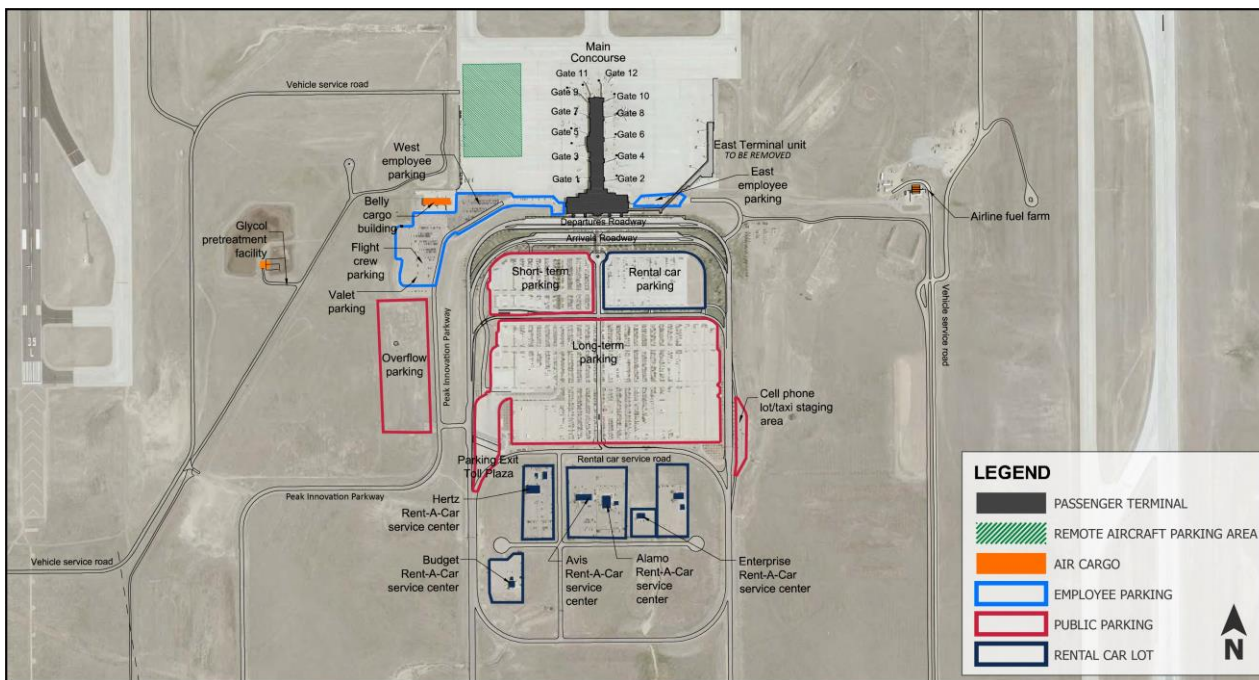


Airfield and Airspace Surfaces



Inventory

- Inventory includes
 - Airside
 - Landside
 - Terminal
 - Airspace
- All buildings, hangars and structures are catalogued to provide a baseline inventory for the Airport
- A large number of businesses operate on the airport providing valued services – understanding their future needs is part of the Master Plan process



Facility Requirements Summary

Facility	Identified Requirement
Airfield Facility Requirements	
Airfield Demand Capacity	- No action required
Airport Design Standards	- Decouple Runway 17R-35L from Runway 13-31
Runways	- Move Runway 17R threshold 1,790 feet south, extend Runway 35L south
	- Separate Taxiway A from Runway 17R-35L to 500 feet
	- Shift high-speed exit Taxiway E4
Taxiways	- Realign a short section of Taxiway B
	- Add bypass taxiway to Runway 17L end
	- Revise connectors to the Runway 13 end
	- Realign taxiway connectors with Runway 17L-35R shift and Taxiway A separation
Airfield Pavement	- No action required
Airport Visual Aids	- No action required
Navigational Aids (NAVAIDS)	- ALSF-2 approach lighting system on Runway 35R
Obstruction Removal	- Recommendations to be incorporated into the ALP set
Airfield Marking, Lighting, Signage	- No action required
Passenger Terminal Requirements	
Terminal Space	- Reallocation of interior space to meet intermediate demands
	- Ultimate terminal expansion
Gates	- No intermediate requirements
	- Expansion of additional gates for ultimate development
Terminal Area Apron	- Development of deicing aprons to make room on existing apron
Auto Parking and Rental Car	- Develop CONRAC to add short-term parking capacity
	- Develop long-term/economy parking lot(s)

Facility Requirements Summary

Facility	Identified Requirement
General Aviation and Cargo Requirements	
FBO	- Preserve space for FBO expansion
Corporate Aviation	- Additional corporate and maintenance hangar facilities
Aircraft Storage	- Expand apron in Westside Development Area consistent with GA Area Plan. In-fill and hangar expansion throughout Westside Development Area.
Cargo	- Expand air cargo building and apron areas
Support Facility Requirements	
Regional Transportation Access	- Recommendations provided in Regional Transportation Access Study, see appendix
General Aviation Fuel Storage	- Construct consolidated general aviation fuel farm in Westside Development Area
Deicing Operations	- Construct deicing aprons on east and west sides of airfield
ATCT / ASR	- Relocate ATCT and ASR, coordinate with FAA
Airfield Maintenance Facility	- Relocate existing maintenance facility to a larger consolidated maintenance/storage facility



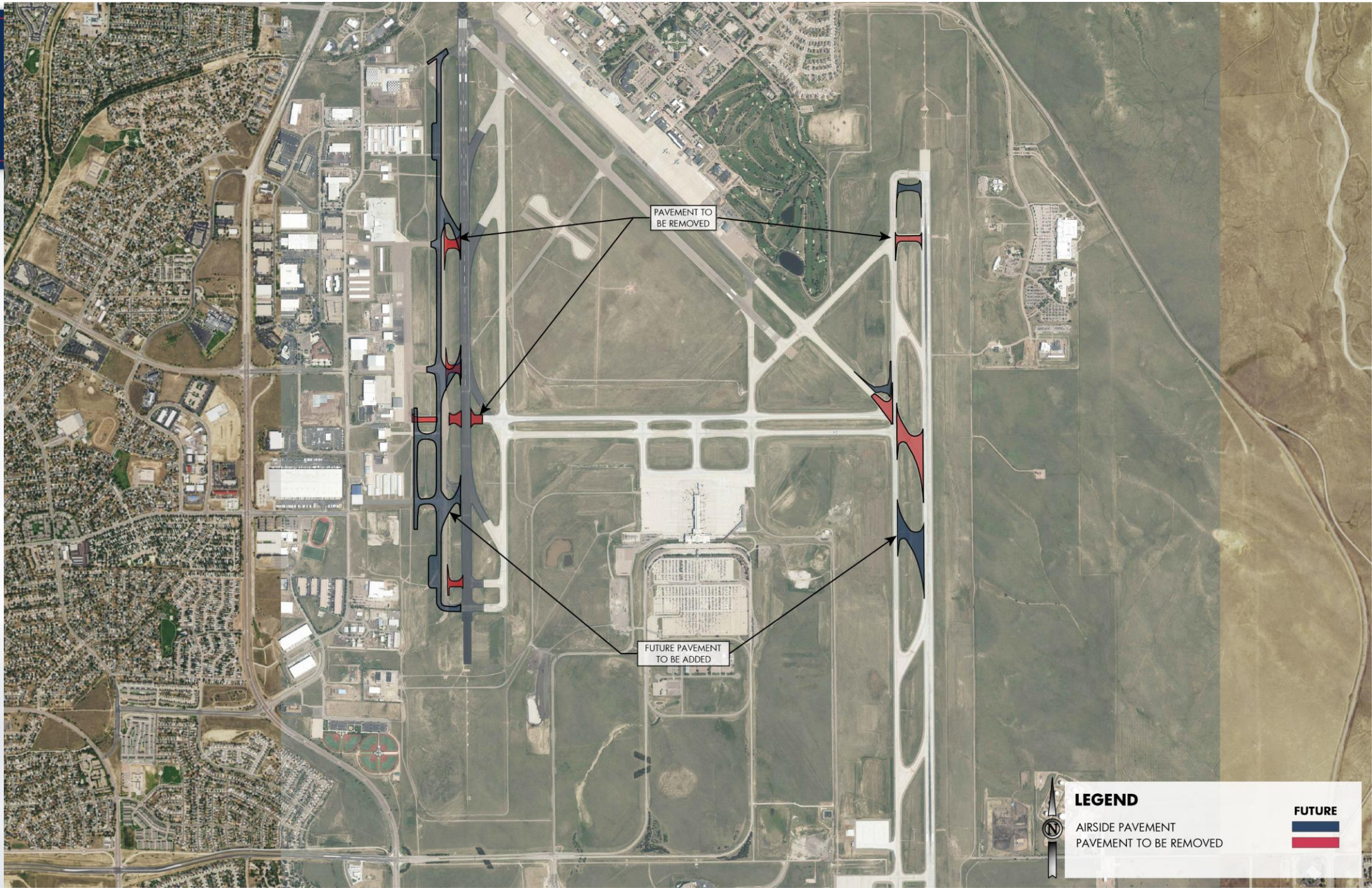
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ALTERNATIVES



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Airfield



PAVEMENT TO
BE REMOVED

FUTURE PAVEMENT
TO BE ADDED



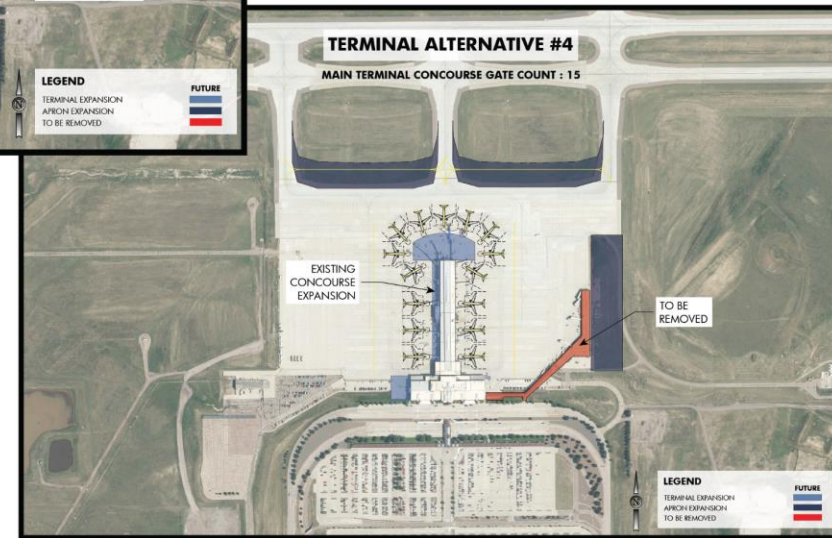
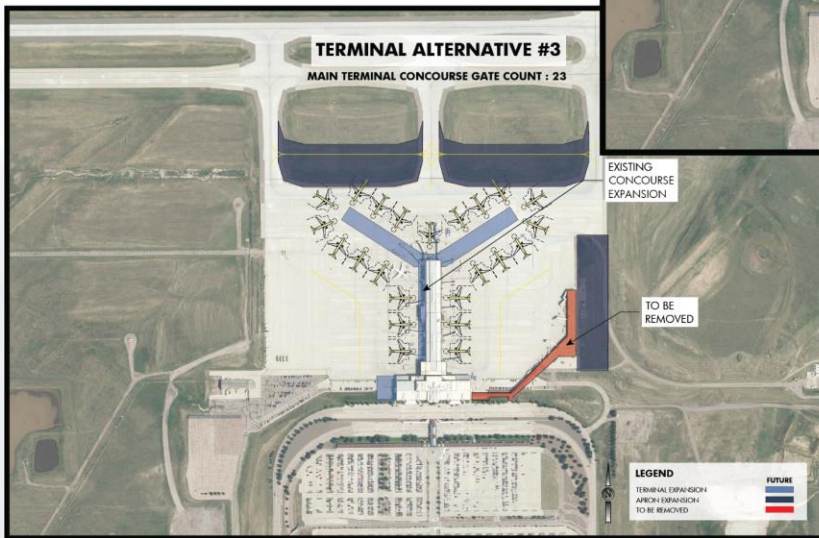
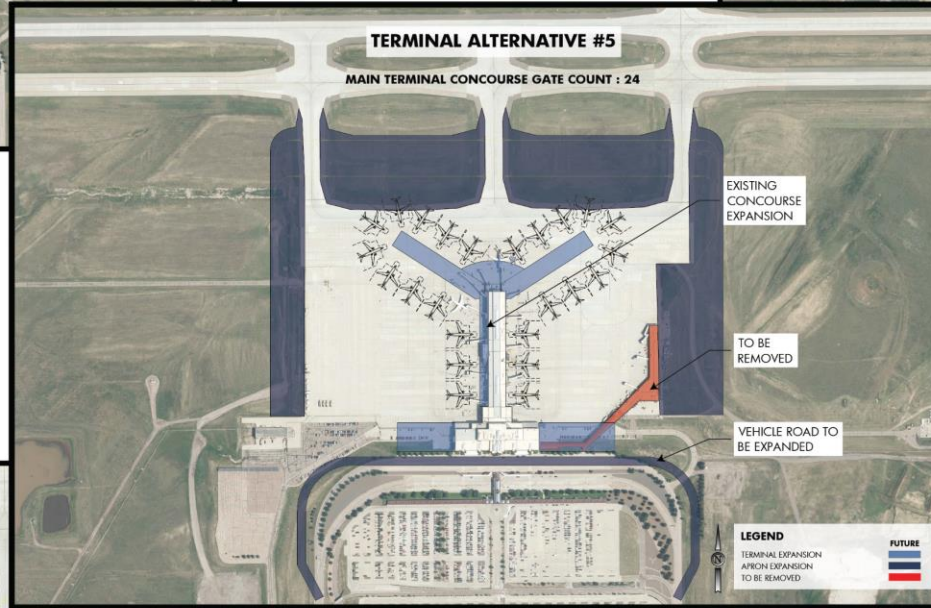
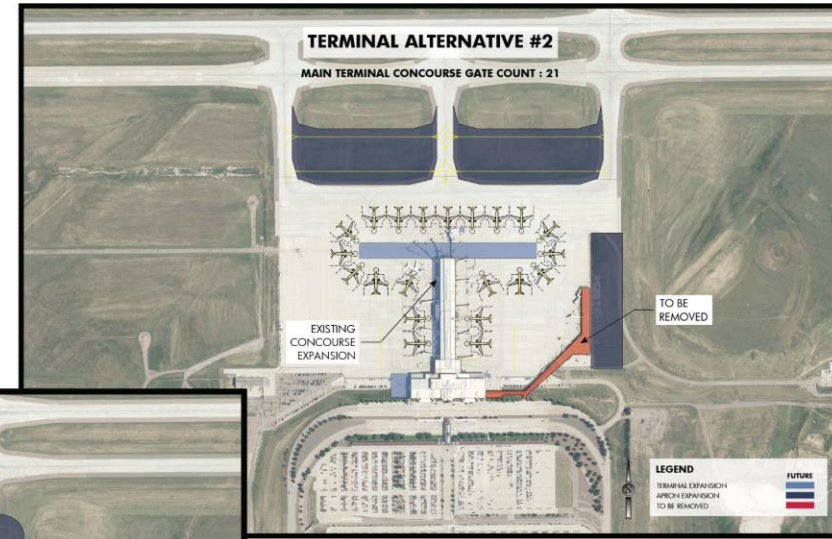
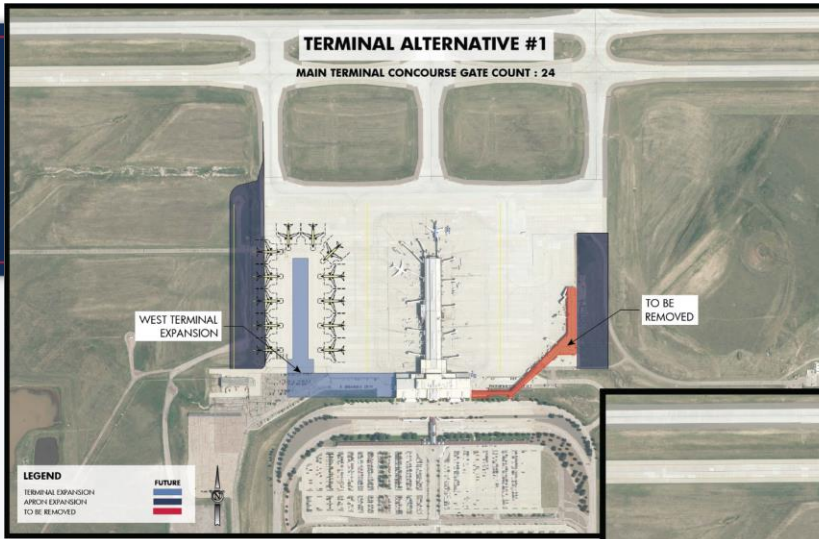
LEGEND

AIRSIDE PAVEMENT
PAVEMENT TO BE REMOVED

FUTURE



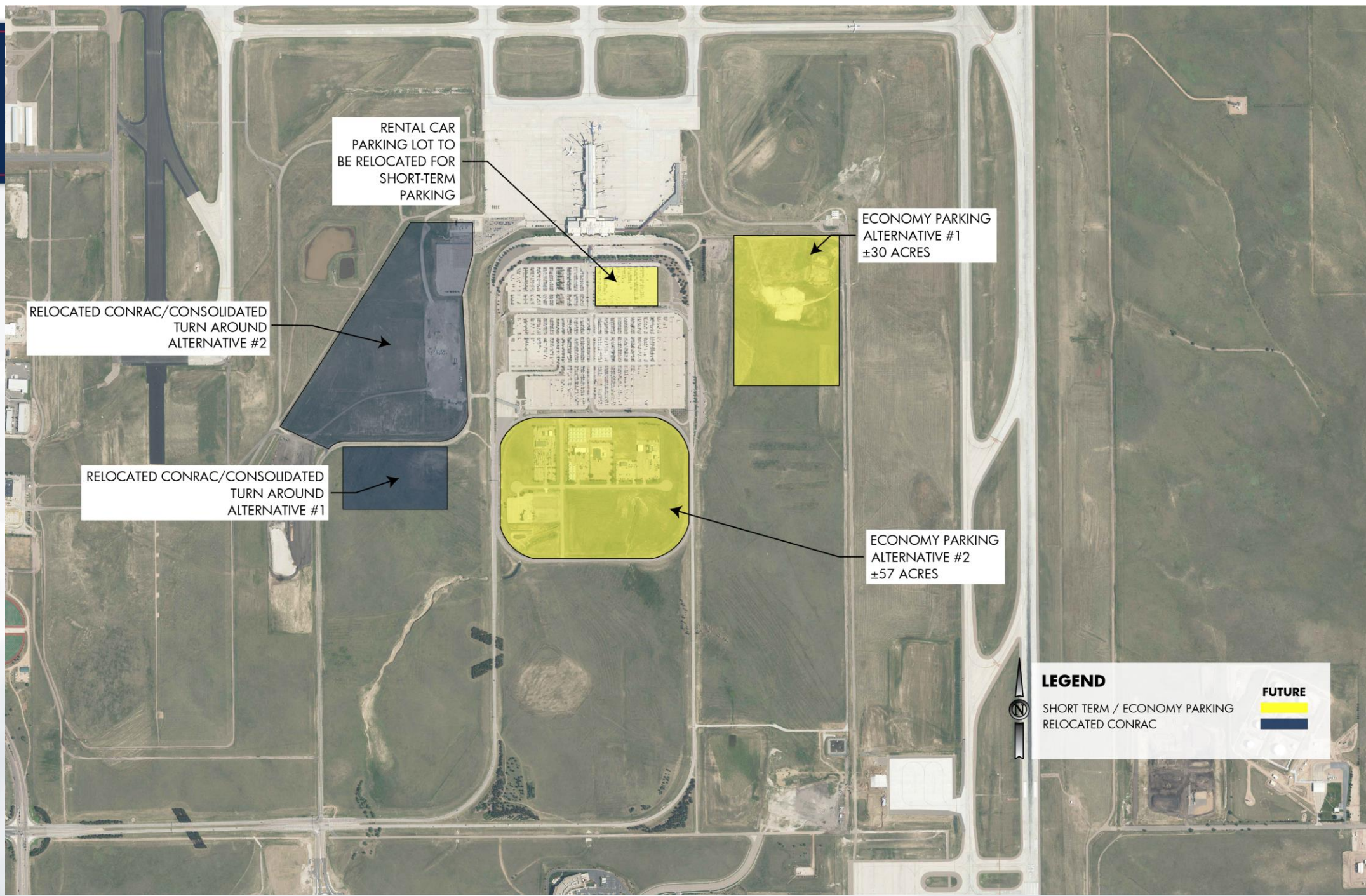
Passenger Terminal





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Automobile Parking and Rental Cars



RENTAL CAR
PARKING LOT TO
BE RELOCATED FOR
SHORT-TERM
PARKING

ECONOMY PARKING
ALTERNATIVE #1
±30 ACRES

RELOCATED CONRAC/CONSOLIDATED
TURN AROUND
ALTERNATIVE #2

RELOCATED CONRAC/CONSOLIDATED
TURN AROUND
ALTERNATIVE #1

ECONOMY PARKING
ALTERNATIVE #2
±57 ACRES

LEGEND

SHORT TERM / ECONOMY PARKING
RELOCATED CONRAC

FUTURE





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Westside Development





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Airport Traffic Control Tower





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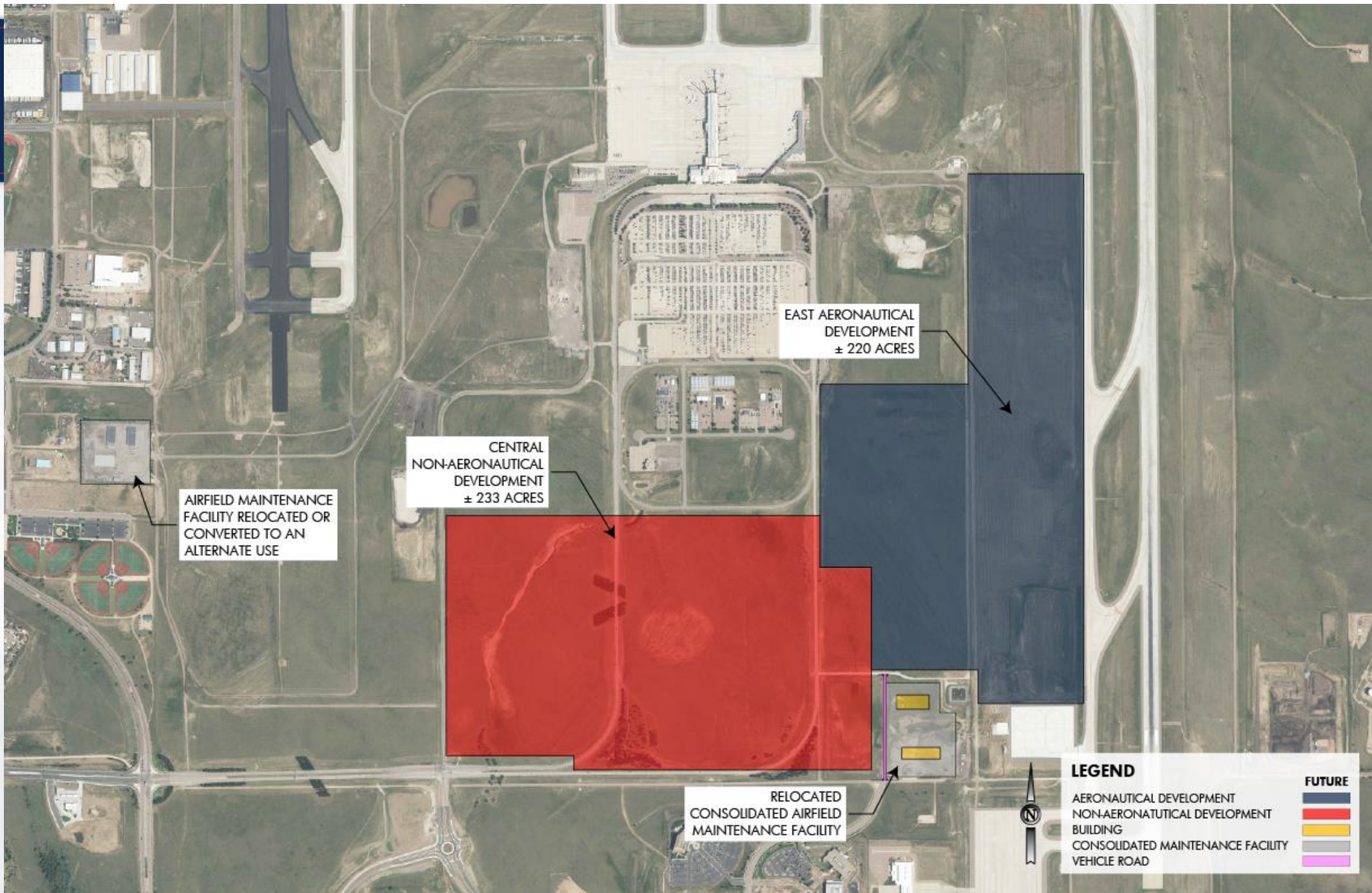
Airport Surveillance Radar & East Deicing Apron





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Consolidated Airfield Maintenance & East Hangar Development



Hot Spot Analysis

- Primary focus is to address decoupling of **Runway 13/31** and **17R/35L**
- Decoupling will result in a shift of the runway to the south to maintain operational aspects of 17R/35L
- Additional hot spots and modifications to standards, directly impacted by this work will also be improved



South Phases
Extend Runway 35L by 2,500 LF

North Phases
Reduce Runway 17R by 1,790 LF

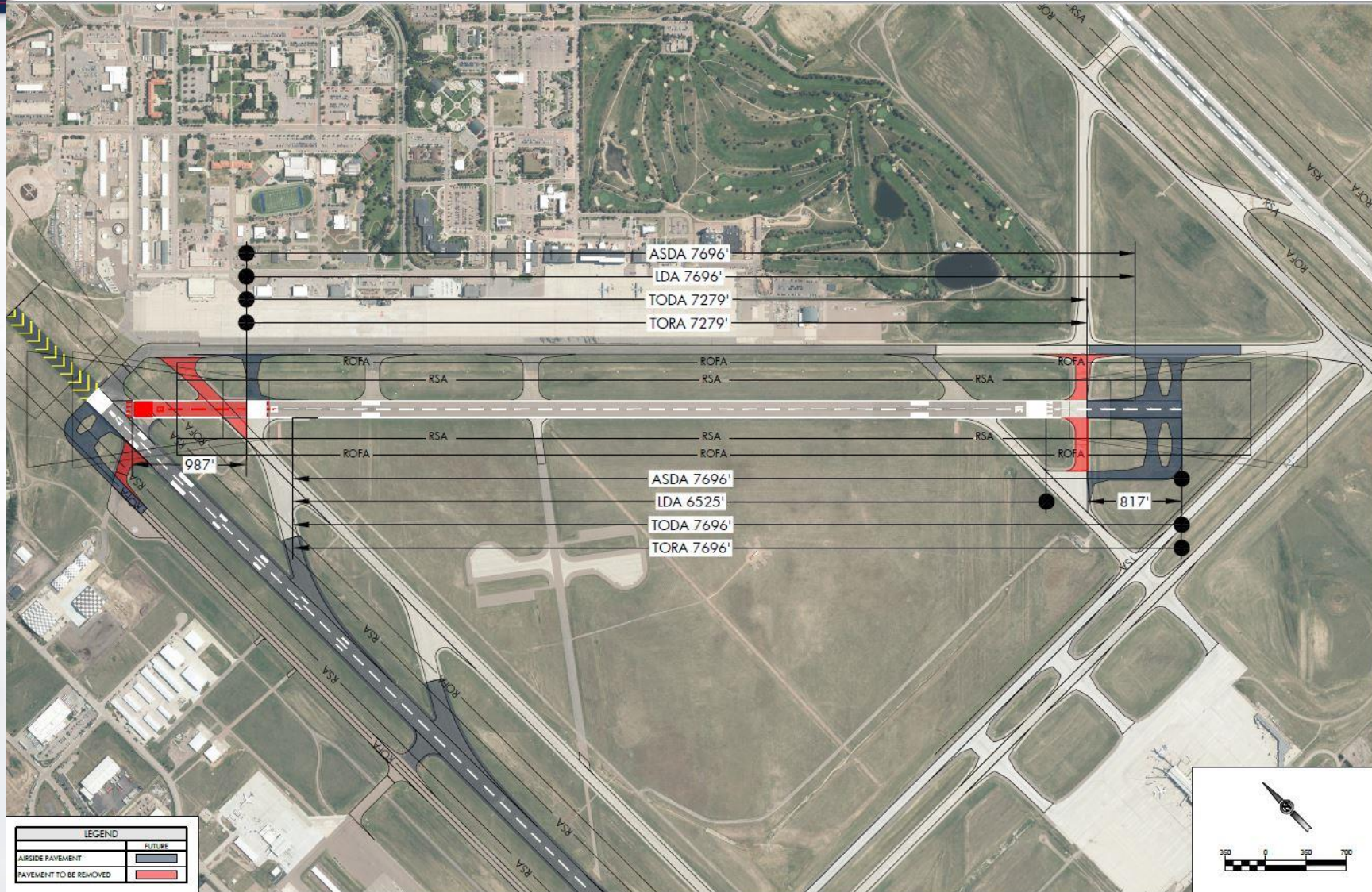


Cross Wind Phases
Reduce Runway 13 by 910 LF

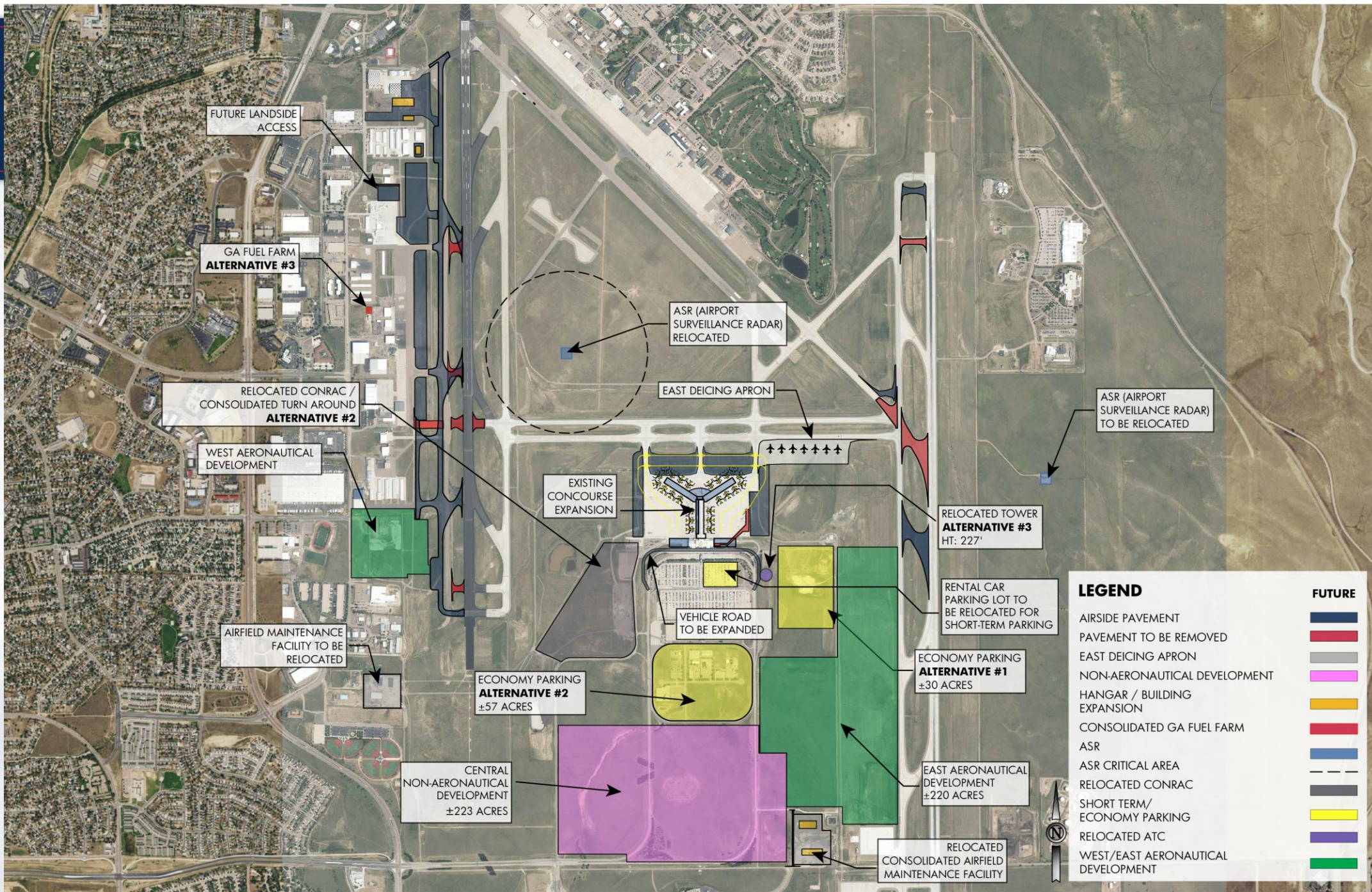
Runway 17L/35R

- Current work effort is focused on Hot Spot mitigation, preliminary earthwork, and phasing concepts

Runway 13/31 Proposed Modification



Recommended Development Plan





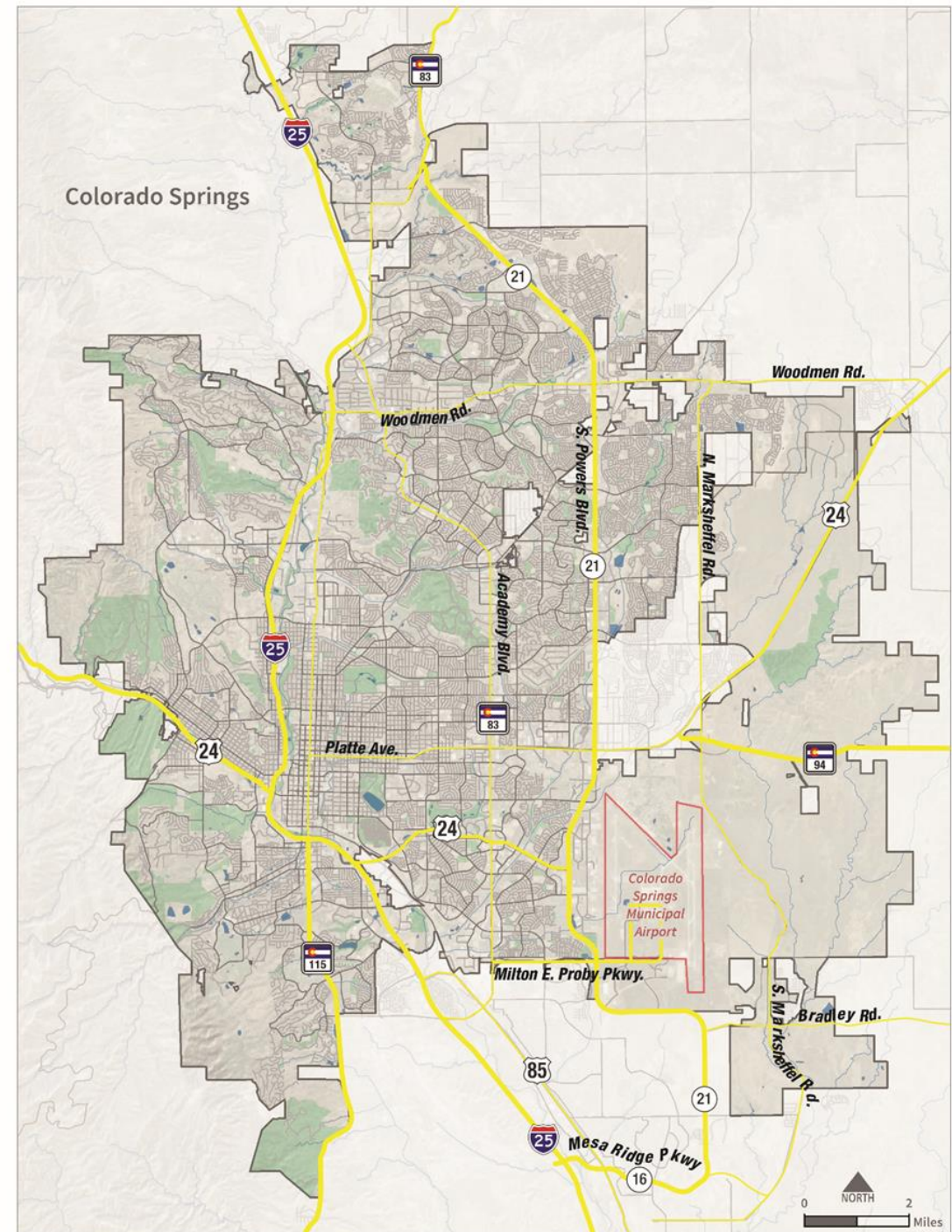
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SURFACE TRANSPORTATION

Regional Access Routes

Regional Routes

- I-25
- US 24, US 85
- State Highways (SH) 16, 21, 83, 94
- Local Corridors (East-West):
 - Milton E Proby Pkwy, Platte Ave, Woodmen Rd, Bradley Rd
- Local Corridors (North-South):
 - Academy Blvd, Marksheffel Rd



Transportation Challenges & Issues

- **Airport Access to the East**
 - Need to provide effective access to growing parts of Colorado Springs and El Paso County to the east
- **Address Congestion**
 - Need improvements to address future congestion on key Airport access routes (Power, Marksheffel, Academy, US 24, Airport Rd)
- **Improved Connection & Wayfinding from I-25**
 - Improve wayfinding and traffic flow via Academy Blvd/Proby Pkwy and US 24
- **Improved Public Transit Connections**
 - Provide additional public transit options beyond current Route 37
- **Improved Bike Access**
 - Provide additional opportunities for commuting and recreational biking for Airport employees and other surrounding employment sites



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ENVIRONMENTAL ANALYSIS



Environmental Summary

Summary of existing environmental resources on and near the Airport

Environmental Category	Summary
Air Quality	In maintenance for carbon monoxide, in attainment for other pollutants
Biological Resources	No critical habitats present at the Airport, some species may be present on Airport property
Climate	Operational and construction related emissions may contribute to GHG's
Department of Transportation Act, Section 4(f)	Numerous public parks and the Bluestem Prairie Open Space are located in proximity to the Airport. Historic resources are also present on Peterson SFB
Farmlands	Limited amount of prime farmland is present but is already developed and is unlikely to be farmland due to lack of irrigation
Hazardous Materials, Solid Waste, and Pollution Prevention	Storage tanks for hazardous materials are located on the Airport, as well as usage for ARFF and deicing practices. A former landfill is also present near Runway 35L.
Historical, Architectural, Archeological, and Cultural Resources	A Historic District is located on Peterson SFB with four buildings included on the NRHP
Natural Resources and Energy Supply	The Airport uses energy typical of its size and anticipates a similar level of consumption in the future
Noise and Noise-Compatible Land Use	Land Use Compatibility Study to include updated noise contours was completed in 2020. Residential areas exist to the west, north, and south
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Community demographics should be reviewed prior to projects with potential impacts to ensure negative socioeconomic impacts are mitigated
Light Emissions, Visual Resources, and Visual Character	The Airport uses lighting systems, although with minimal impact to the community. Lights are located away from residential communities and are screened by buildings in most instances
Wetlands	Limited presence to the north and west, primarily located just off Airport property
Floodplain	Limited presence to the north as part of the East Fork Sand Creek
Surface and Ground Waters	Three surface water features are included as part of the Peterson SFB Golf Course
Wild and Scenic Rivers	The nearest wild and scenic river to the Airport is the Rio Grande River located over 100 miles to the south



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NEXT STEPS

Be A Part of the Plan!

- ✓ Chapters and presentation are available online at www.coloradospringsairportmasterplan.com
(or by clicking on the **About** tab on the *flycos.com* website)

Check the project website for updates and meeting announcements/links