



EXHIBIT A: PROJECT DESCRIPTIONS

Rehabilitation of Taxiways E, G, and H (Phase IV)

In late 2003, the Airport identified a condition that was causing airfield pavement to deteriorate at the Colorado Springs Airport. Known as Alkali Silica Reactivity, or ASR, the condition causes a chemical reaction that weakens the internal structure of concrete by causing it to crack, thus creating Foreign Object Debris (FOD) issues and significantly shortening the service life of the affected pavement system. On Airport staff's recommendation, The Colorado Springs City Council authorized a study that demonstrated the need to replace the pavement system on Runway 17L/35R and associated Taxiways E, G, and H.

However, due to safety concerns, the replacement of Runway 17L/35R was deemed to be the highest priority by both the Airport and the FAA. Over a period of three years (2004-2006), the FAA funded a \$37.4 million project to replace the Runway 17L/35R pavement system. The rehabilitation of the taxiways was less critical from a safety standpoint. Accordingly, they were given a lower priority for federal funding by the FAA. To maximize the use of FAA funds, the Airport and the FAA agreed to a flexible phasing approach for the project.

After the replacement of Runway 17L/35R between 2004-2006, the Airport reached an agreement with the FAA to fund follow-on projects to reconstruct affected taxiways E, G and H over multiple years. The multi-phased taxiway rehabilitation program began in 2007.

In coordination with the FAA and Airport stakeholders, the 2013 Rehabilitation of Taxiways E, G and H (Phase IV) project was identified as the full depth reconstruction of Taxiway E3, Taxiway E6 and a portion of Taxiway E from Sta. 190+00 and Sta. 65+50. Additionally, there was a full depth reconstruction of the existing taxiway shoulder pavements adjacent to the aforementioned areas.

The objective behind the reconstruction of the portion of Taxiway E involved in this phase was to preserve the safety of passenger carriers and other aircraft utilizing the Airport's primary taxiway system (Taxiways E, G and H) by replacing ASR-affected pavement with new Portland Cement Concrete Pavement (PCCP). This reconstruction allowed for continuous access to Runway 17L/35R (the Airport's primary runway) and mitigated hazards to aircraft caused by FOD resulting from ASR-affected pavement.

Including design and bid-phase costs, the total project budget was \$14,176,169.

Status: This project was completed in December 2013.

PFC Obligation: \$ 1,017,617

Rehabilitation of Taxiways M and F (Phase I)

The Rehabilitation of Taxiways M and F (Phase I) was part of the aforementioned multi-phased E, G and H Airport Improvement Program (AIP) project initiated to reduce the Airport's annual maintenance cost that resulted from rapidly-deteriorating airfield pavement associated with the Airport's primary runway.

The objective behind the reconstruction portions of Taxiways M and F involved in this phase was to preserve the safety of passenger carriers and other aircraft utilizing the Airport's primary taxiway system (Taxiways E, G and H) by replacing ASR-affected pavement with new Portland Cement Concrete Pavement (PCCP).

This reconstruction allowed for continuous access to the Airport's primary runway, Runway 17L/35R, and mitigated hazards to aircraft caused by FOD resulting from ASR-affected pavement.

Including design and bid-phase costs, the total project budget was \$6,844,970.

Status: This project was completed in December 2012.

PFC Obligation: \$684,497

Checked Baggage Inspection System

This project was a result of the Transportation Security Administration's (TSA) plan to improve security by installing upgraded and advanced screening equipment in various commercial-service airports nationwide. It involved the planning, design and installation of a new Checked Baggage Inspection System (CBIS) that would employ automated Explosives Detection System (EDS) technology at Colorado Springs Airport.

The new EDS system was intended to replace an existing system that utilizes Explosive Trace Detection (ETD) equipment and required TSA inspectors to manually manipulate each bag, significantly slowing the screening process and reducing throughput. EDS technology would automatically scan each bag and identify those that require further manual inspection.

The EDS equipment improved security and allowed for greater efficiencies throughout the baggage screening process while enhancing baggage screening throughput capacity.

Status: This project was completed in October 2012.

PFC Obligation: \$352,602

Security Checkpoint Expansion

This project involved the expansion of the existing Terminal Building main floor level by approximately 3,800 square feet.

Nearly 1,800 square feet was constructed on the west side of the checkpoint to make room for the installation of new TSA screening equipment from the Checked Baggage Inspection System project. While almost 2,000 square feet was constructed on the east side of the existing checkpoint to accommodate additional passenger queuing in order to move travelers through the security checkpoint more efficiently.

Status: The project was completed in May 2013.

PFC Obligation: \$852,356

General Aviation (GA) Infield Area Pavement Reconstruction and Cargo Taxilane Widening

This project consisted of widening the Cargo Taxilane by 15 feet on the southwestern edge, constructing a new taxilane shoulder on the northeastern side of the taxilane, and rehabilitating approximately 9,000 SF of infield pavement between Taxiway A2 and the Cargo taxilane.

The objectives behind this project were to bring the taxilane to compliance with FAA standards, eliminate Foreign Object Debris potential from deteriorating concrete pavement and maintain aircraft safety.

Status: The project was completed in September 2013.

PFC Obligation: \$729,716

General Aviation (GA) Apron Transition and Edge Taxilane Rehabilitation

According to the best available data on this asphalt pavement, the last date of reconstruction or rehabilitation for this section of taxilane was in June 1967. The pavement surface was experiencing severe distresses; mostly in the form of alligator cracking, block cracking, longitudinal and transverse cracking, rutting, raveling and weathering.

The project entailed the rehabilitation of the edge taxilane and the apron transition between the east edge of the edge taxilane and the Jet Center lease line. It also involved the construction of an infield Vehicle Service Road (VSR) with asphalt millings between Taxiway A and the edge taxilane.

The Airport undertook this project to preserve the safety of existing and future aircraft fleet mix by rehabilitating aging pavement on the General Aviation Apron for General Aviation, Military and Itinerant commercial service operations.

Status: The project was completed in December 2013.

PFC Obligation: \$1,977,997

Improvements to Vehicle Service Road from Fuel Farm to the Military Apron

This project consisted of paving an all-weather, vehicle service road (VSR) from the fuel farm facility to the Military Apron. The existing VSR was an unimproved gravel road with drainage issues and created ponds as well as muddy and icy conditions and would get very rutted when used by heavier vehicles.

The main objective behind the paving of this roadway was to provide safe access for fueling trucks to the military ramp from the fuel farm facility. This project also provided a maintainable roadway for use by Airport operations and Maintenance personnel along with Airport police for daily operations within the Air Operations Area (AOA) as well as required daily perimeter fence inspections.

Status: The project was completed in November 2013.

PFC Obligation: \$792,285

Sand Creek Drainage Repairs

Over the past several years, a section of the Sand Creek channel located in the northwest quadrant of the Colorado Springs Airport had been destabilized by a series of significant storm events. The creek channel continued to erode at a rapid pace and threatened to undermine the Airport's perimeter fence as well as an adjacent Vehicle Service Road (VSR). At the time, the Airport closely monitored the fence line to ensure the security of the Airport and nearby Peterson Air Force Base, and restricted use of the VSR for safety reasons. While these measures were effective for the short term, a repair of the creek channel was needed to stop the erosion, preserve the fence line and return the VSR to full service.

This project consisted of constructing two longitudinal riprap walls, at the existing creek bed and along the embankment, with revetments designed to mitigate and reinforce against further erosion of the creek embankment and preserve the Airport's perimeter fence line and its adjacent VSR.

Status: The project was completed in November 2013.

PFC Obligation: \$277,416

Rehabilitation of Terminal Apron and Trench Drain System

This project is anticipated to include the full reconstruction of the North Apron Edge Taxilane and Shoulders from Taxiway M through Taxiway P, partial reconstruction of the Apron Trench Drain System, removal and replacement of approximately 200 Portland Cement Concrete (PCC) pavement slab panels and removal and installation of new joint sealant at all areas of the ramp.

The Colorado Springs Air Carrier Apron and Apron Edge Taxilane were constructed in four major sections between 1993 and 1996. The main section of the Apron and Apron Edge Taxilane were completed in 1993. An Apron infill area between the Terminal Building and main Apron section was completed in 1994. A West Apron Expansion was completed in 1995 and an East Apron Expansion was completed in 1996.

The 2013 Pavement Management and Evaluation Systems Update from the Colorado Department of Transportation – Division of Aeronautics has assigned a Pavement Condition Index ('PCI') of 55 to the main Apron section, North Apron Edge Taxilane and the East Apron Expansion Area. A PCI value of 68 was assigned to the West Apron Expansion Area. The on-site visual inspections conducted for the CDOT 2013 System Update was performed in November 2012.

No major reconstruction or rehabilitation of the Air Carrier ramp has been performed since initial construction.

The completion of this project will assist in preserving the safety of passenger carriers through the reconstruction of aging pavement on the Air Carrier Terminal Apron.

Status: Design services for this project commenced in January 2015. The Airport anticipates completing design work by end of April 2015 and issue plans for bidding by May 1, 2015. Project construction is anticipated to begin no later than August 2015 for a December 2015 completion.

PFC Obligation: \$593,000

Rehabilitation of Taxiways C, G and Terminal Taxiway Connectors (Phase I)

This is a phased, multi-year rehabilitation project of portions of Taxiways C and G as well as Terminal Connector Taxiways M, N and P. Phase I of this multi-year project entails the rehabilitation of Taxiway C from Taxiway C7 through Taxiway H.

The section of Taxiway C described herein, was constructed with Portland Cement Concrete (PCC) pavement in 1998, and no major reconstruction or rehabilitation has been performed on this structure since initial construction.

Furthermore, the identified Taxiway C pavement surfaces are experiencing moderate to severe distresses, mostly in the form of surface map cracking, longitudinal and corner cracking and spalling, creating Foreign Object Debris (FOD) from large fragments of the deteriorated concrete surfaces.

The main objective behind this project is to preserve safety of passenger carriers and other aircrafts utilizing this section of Taxiway C by reconstructing its aging pavement.

This project will also mitigate potential hazards to aircraft caused by FOD resulting from pavement deterioration.

Status: This project is scheduled to begin in January 2016.

PFC Obligation: \$550,000

Rehabilitation of Taxiways C, G and Terminal Taxiway Connectors (Phase II)

This is a phased, multi-year rehabilitation project of portions of Taxiways C, G and Terminal Connector Taxiways. Phase II of this multi-year project entails the rehabilitation of terminal Connector Taxiways M, N and P from Taxiway H to the Terminal Apron.

The sections of Taxiways M, N and P described herein were constructed with Portland Cement Concrete (PCC) pavement in 1993, and no major reconstruction or rehabilitation has been performed on these structures since initial construction.

Furthermore, the identified Taxiway M, N and P pavement surfaces are experiencing moderate to severe distresses, mostly in the form of surface map cracking, longitudinal and corner cracking and spalling, creating Foreign Object Debris (FOD) from large fragments of the deteriorated concrete surfaces.

The 2013 Pavement Management and Evaluation Systems Update from the Colorado Department of Transportation – Division of Aeronautics has assigned a Pavement Condition Index (PCI) of 67, 56 and 61 to the aforementioned sections of Taxiways M, N and P, respectively.

This project will preserve safety of passenger carriers and other aircraft by rehabilitating aging pavement on Terminal Connector Taxiways M, N and P. It will also mitigate potential hazards to aircraft caused by FOD resulting from pavement deterioration.

Status: This project is scheduled to begin in January 2017.

Fleet Improvements - Phase V and Phase VII

Fleet Improvements Phase V was completed in December 2013 and entailed the procurement of three (3) Runway Plow Trucks. Phase VII is scheduled for a December 2015 completion and will consist of the acquisition of three (3) Tracking Tow Brooms. The intent behind both projects is snow and ice control.

Code of Federal Regulations (CFR) Part 139 requires Airport operators to maintain, if possible, all runways, high-speed turnoffs and taxiways in “*no worse than wet*” condition during inclement winter storm weather via the prompt removal and/or control of snow, ice and slush.

Per Advisory Circular (AC) 150/5200-30C, *Airport Winter Safety and Operations*, the presence of contaminants such as snow, ice or slush on airfield pavements cause hazardous conditions that may contribute to airplane incidents and accidents. These contaminants degrade the coefficient of friction, reduce braking and directional control, and impede aircraft acceleration. Furthermore, winter storm conditions reduce Airport traffic volumes through flight delays and/or cancellations, and in severe storm conditions, cause Airport closures.

Airport operators can minimize the undesirable effects of inclement winter storm weather through various approaches, including the acquisition of proper snow and ice control equipment.

However, a portion of the COS Airport fleet was nearly 20 years old and reaching the end of its usable life, thus making it difficult to maintain Airport Movement Areas (AMA) in safe operating conditions and resulting in high operating and maintenance costs.

The main objectives behind the procurement of these three (3) Runway Plow trucks for Phase V were:

- To replace two aging plow trucks: a 1986 Oshkosh P series plow truck as well as a 1991 GMC plow truck;
- To acquire an additional plow truck in order to enhance snow removal operation efficiency;
- To comply with 14 CFR Part 139.313 – *Snow and Ice Control* and provide a safe operating environment for aircraft operating at COS Airport during winter storm weather conditions.

On the other hand, Phase VII will comply with federal regulations by accomplishing the following:

- Replacing two aging brooms: a 2001 Oshkosh broom as well as a 1996 Sweepster broom;
- Acquiring an additional broom in order to enhance snow removal operation efficiency.

Status: Phase V was completed in December 2013, while Phase VII is scheduled for a December 2015 completion.

PFC Obligation: \$500,188 (Phase V) and \$900,000 (Phase VII).

Fleet Improvements - Phase VIII and Phase IX

The procurement of Phase VIII of the Airport’s Fleet improvement program includes the following items: one (1) Coefficient of Friction Tester; one (1) replacement Tracking Tow Broom; one (1) replacement Tractor; three (3) replacement Pickup Trucks; and one (1) replacement Police vehicle.

Phase IX will consist of the acquisition of the following items: one (1) Tracking Tow Broom; one (1) replacement snow sweeper; one (1) replacement Tractor; one (1) replacement dump truck; one (1) replacement backhoe loader; one (1) replacement IT vehicle and one (1) replacement Police vehicle.

The reason for these projects is that a portion of the COS Airport fleet is nearly 20 years old and reaching the end of its usable life, thus making it difficult to maintain Movement Areas and other essential airport areas in safe and secure operating conditions. These projects will assist in replacing aging equipment to provide a safe and secure operating environment for air carriers and other important airport users.

Phase VIII items:

- The Coefficient of Friction tester will be used to conduct runway friction surveys during winter operations.
- The Tracking Tow Broom is intended to replace a 1996 Sweepster broom and will be used to sweep and clean snow, ice, slush and debris from airport operational areas.
- The new tractor is intended to replace a 1986 Ford tractor and will be utilized for airfield maintenance purposes to assist with removal of all objects from safety areas in accordance with 14 CFR Part 139.309.
- Two of the three replacement pickup trucks are intended to replace two Ford F-150 trucks and will be utilized by Airport operations agents for the Airport safety self-inspection program, winter operations and emergency responses. While the third replacement truck is intended to replace a 1994 Chevrolet pickup truck and will be utilized for airfield maintenance purposes to assist with removal of objects from safety areas.
- The replacement Police vehicle will be utilized to replace a 2011 Ford SUV and will be utilized by Colorado Springs Police Department to assist with security perimeter inspections as well as emergency responses.

Phase IX items:

- The new Tracking Tow Broom along with the new snow sweeper will be used to sweep and clean snow, ice or slush from airport operational areas during inclement winter storm weather conditions. The snow sweeper is intended to replace a 2001 John Deere sweeper reaching the end of its usable life.
- The new tractor, backhoe loader and dump truck are intended to replace the following vehicles respectively: 1986 Ford tractor, 1988 John Deere Backhoe loader and 1994 GMC Bobtail dump truck. All three will be utilized for airfield maintenance purposes to assist with removal of all objects from safety areas in accordance with 14 CFR Part 139.309.
- Airport Information Technology (IT) is a core component of nearly all the processes at an airport. Systems such as Airport badging and access control security system, airfield lighting and surface movement guidance and control system and vehicle identification systems (just to name a few) all rely heavily on IT in order to maintain the airport in safe and secure operating conditions. The airport intends to purchase a new vehicle to replace a 1993 Chevrolet Astro that Airport IT staff currently utilizes to maintain the aforementioned systems.
- The Police vehicle is intended to replace a 2008 Chevrolet SUV Trailblazer and will be utilized by Colorado Springs Police Department to assist with security perimeter inspections as well as emergency responses.

Status: The airport plans to procure Phase VIII equipment between June and December of 2016. Phase IX equipment acquisition is scheduled for a December 2017 completion.

PFC Obligation: \$695,000 (Phase VIII) and \$895,000 (Phase IX)