

Master Plan **PUEBLO**
Airport



City Council Briefing

August 2022

Agenda

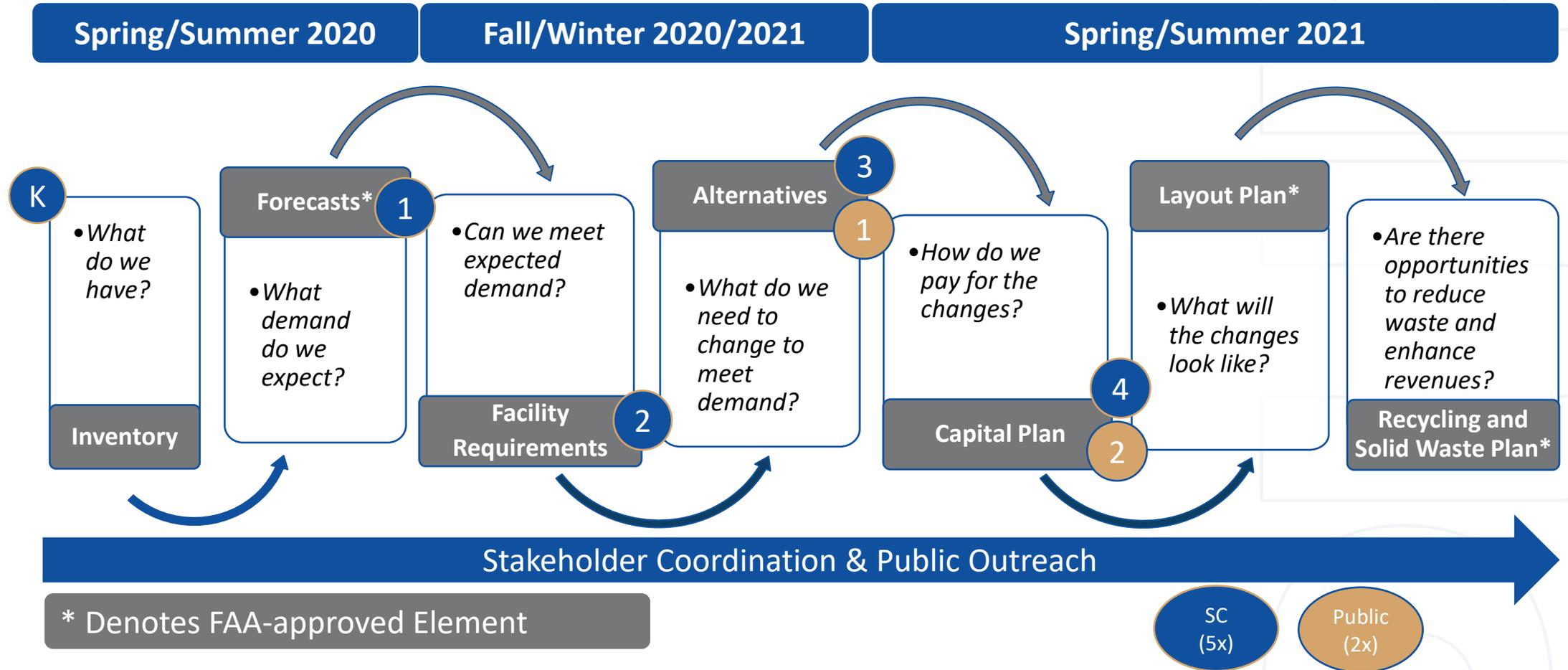
- Master plan process and schedule
- Airfield, terminal and landside recommendations
- Stakeholder and public outreach
- City Council acceptance request

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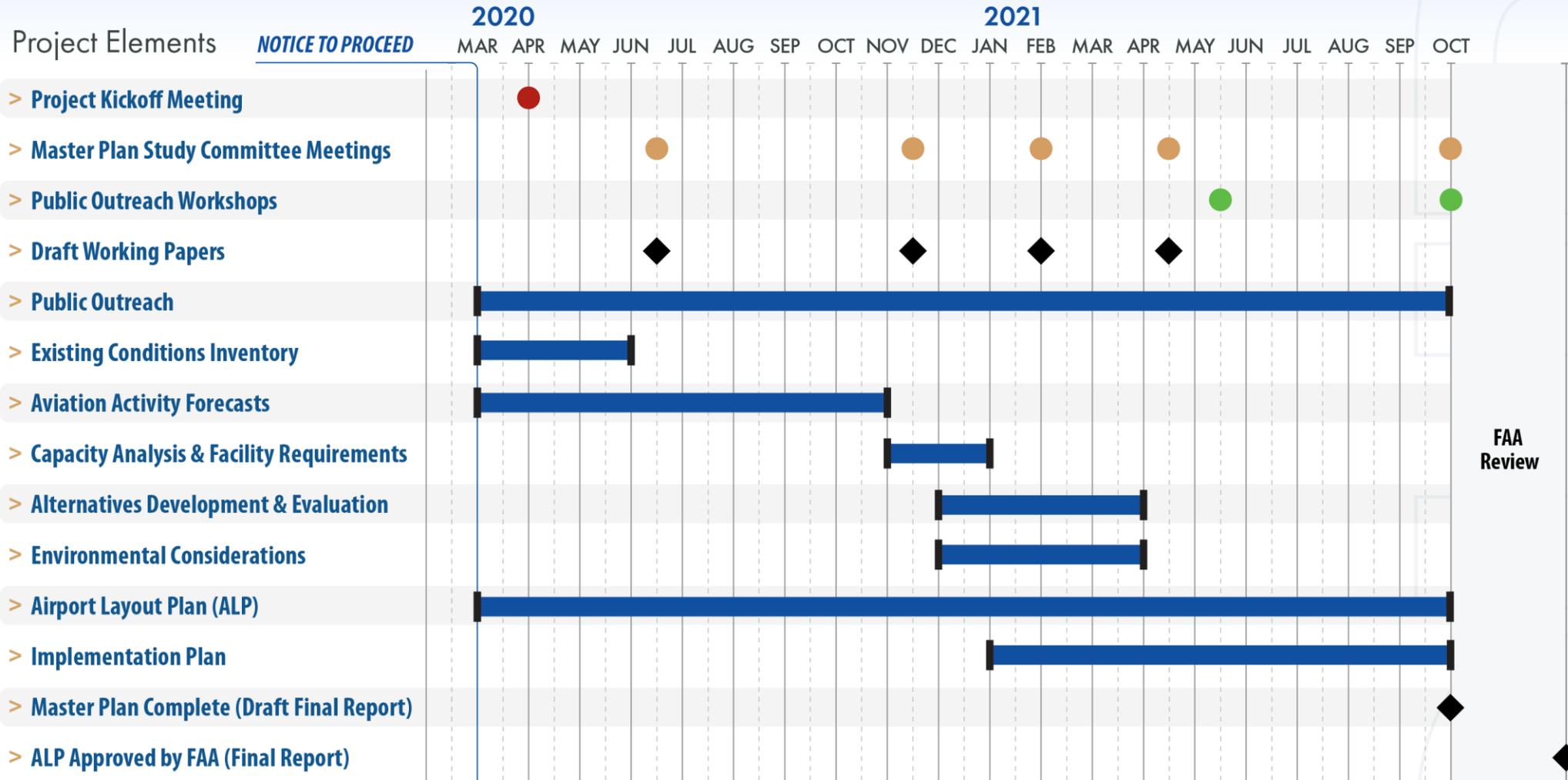


Process and Schedule

Master Plan Process



Project Schedule



-  Timeframe
-  Event Deadline
-  Kick-Off Meeting
-  Outreach Workshop
-  Master Plan Study Committee

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Airfield Recommendations

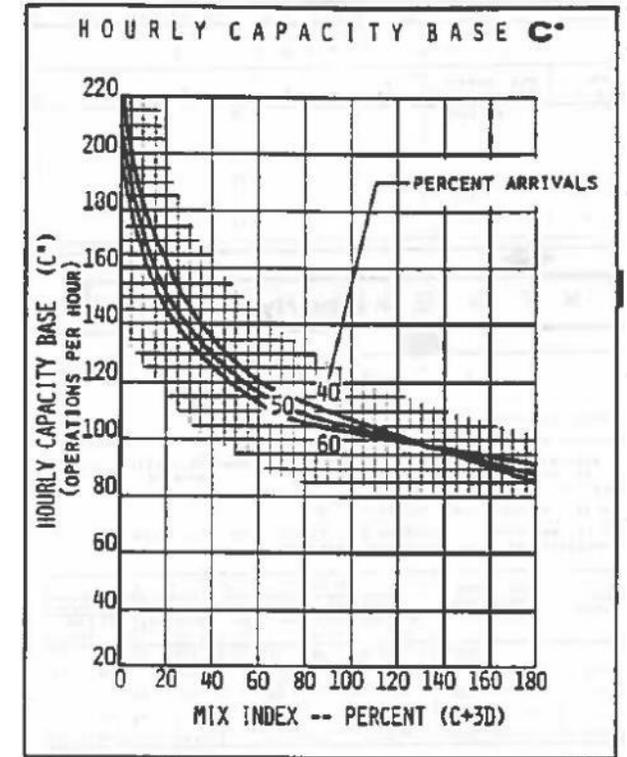
Summary of Approved Forecasts

AIRCRAFT TYPE	2019	2025	2030	2035	2040
Commercial Service	4,157	4,157	4,157	4,157	4,157
<i>Air Taxi Operations</i>	2,291	2,291	2,291	2,291	2,291
<i>Commercial Operations</i>	1,866	1,866	1,866	1,866	1,866
General Aviation	212,634	415,711	433,072	434,454	435,923
<i>Itinerant</i>	90,616	171,525	178,961	180,139	181,397
<i>Local</i>	122,018	244,186	254,111	254,315	254,526
Military	633	633	633	633	633
TOTAL AIRCRAFT OPERATIONS	217,424	420,501	437,862	439,244	440,713
TOTAL ENPLANEMENTS	11,571	12,067	12,942	13,881	14,888
TOTAL BASED AIRCRAFT	60	66	72	78	84

SOURCE: Mead & Hunt.

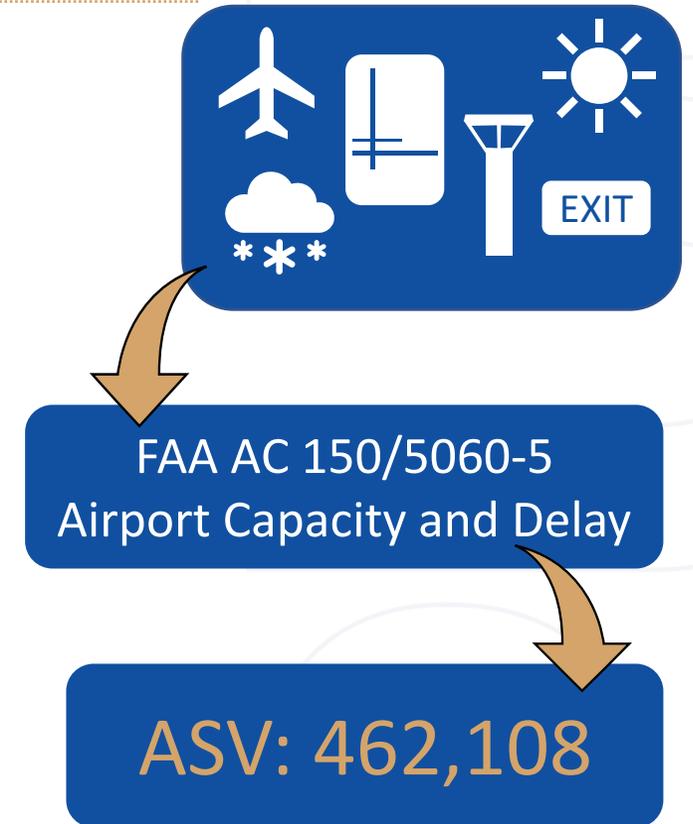
Annual Service Volume

- **What is Annual Service Volume (ASV)?**
 - ➔ Measures an airfield's annual operational capacity with acceptable delays
 - ➔ Assigned a numeric operations threshold
 - ➔ FAA AC 150/5060-5 – Airport Capacity and Delay provides guidance on determining the ASV
- **Is a metric for planning future improvement projects**
 - ➔ At 50% - 75% planning improvements should start
 - ➔ Development should begin at 70% or greater depending on the project

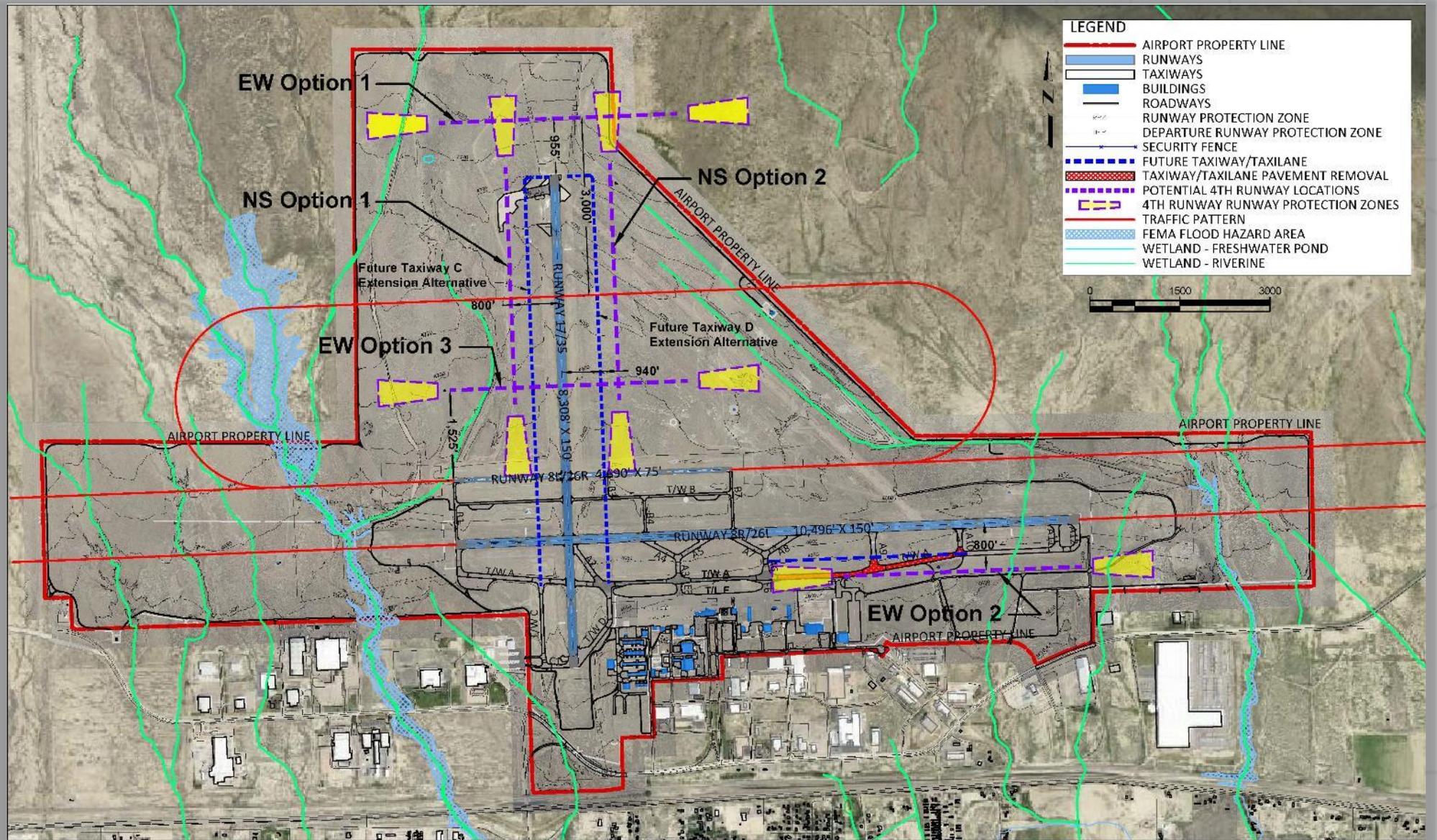


Annual Service Volume

- Existing ASV determined to be 462,108 annual operations
 - ➔ Current 217,424 operations are 47% of ASV
- Future ASV
 - ➔ Future (2025) 420,501 operations are 91% of ASV
- Future projects should be considered at a planning level based on current ASV



Fourth Runway Capacity Alternatives

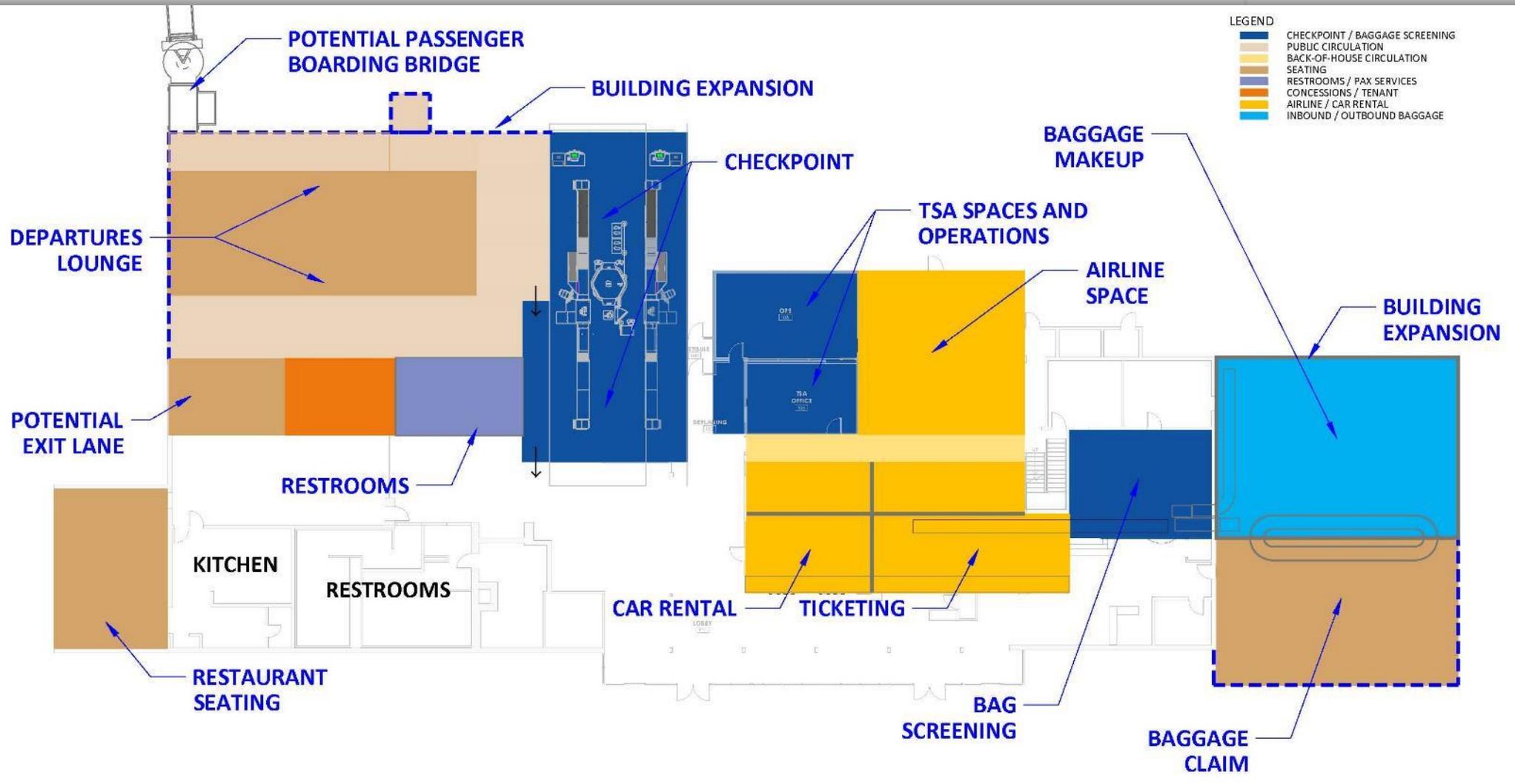


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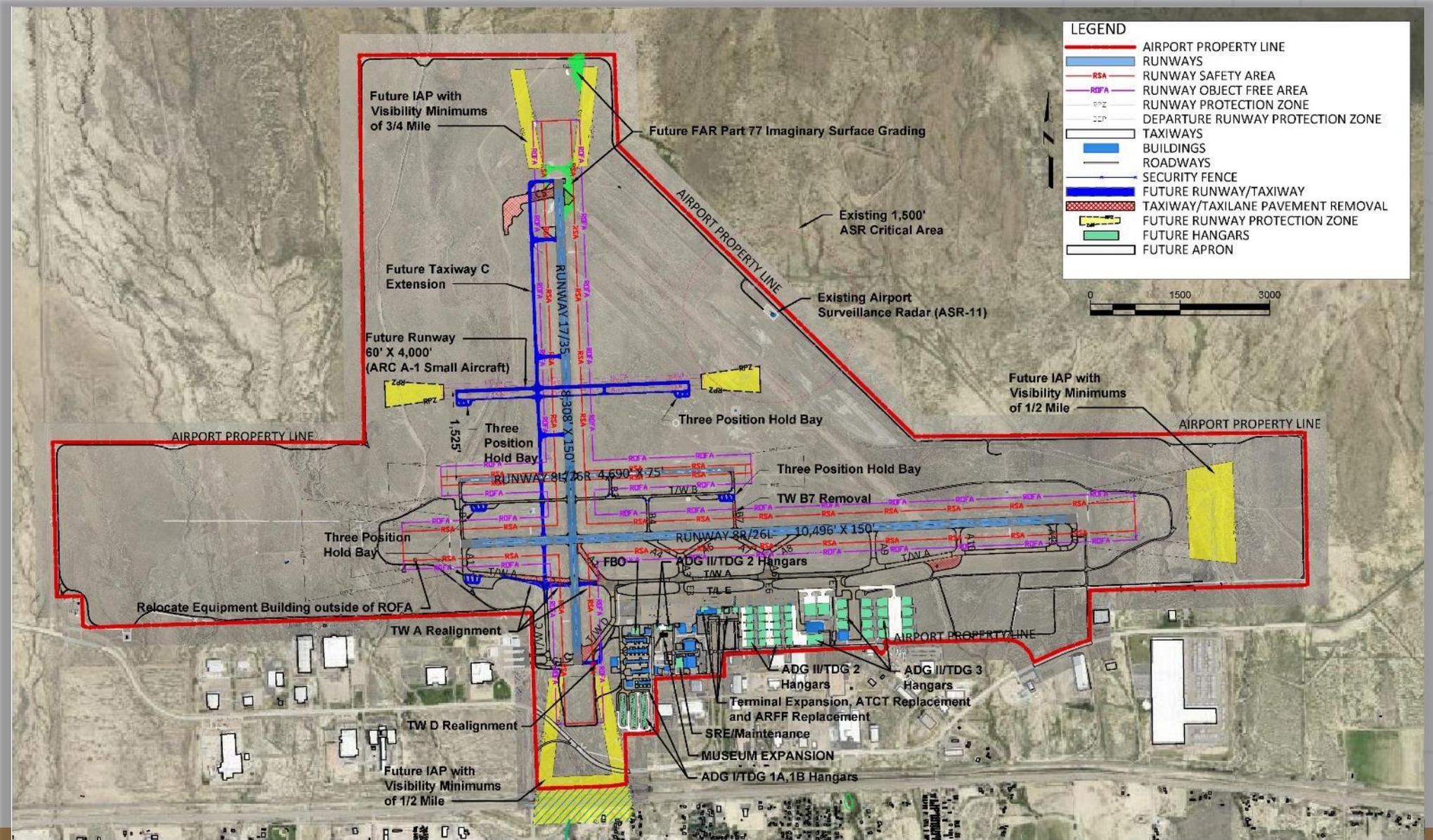


Terminal/Landside Recommendations

Passenger Terminal Facilities Long-Term Expansion



Conceptual Development Plan (CDP)



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Stakeholder/Public Outreach

Coordination efforts

- **Five Study Committee Meetings**
 - ➔ Committee served as a sounding board to airport staff consultant team
 - ➔ Provided information and reviewed working papers
- **Pueblo Area Council of Governments (PACOG) Coordination**
- **Pueblo Economic Development Corp (PEDCO) Coordination**
- **Two Public Open Houses**
 - ➔ First at completion of alternatives - virtual
 - ➔ Second at Draft Report stage – in person at the Airport
 - ➔ Public input from both meetings considered and report revised accordingly
- **FAA Review and Approvals**
 - ➔ Forecasts approved - November 2020
 - ➔ ALP approved - May 2022

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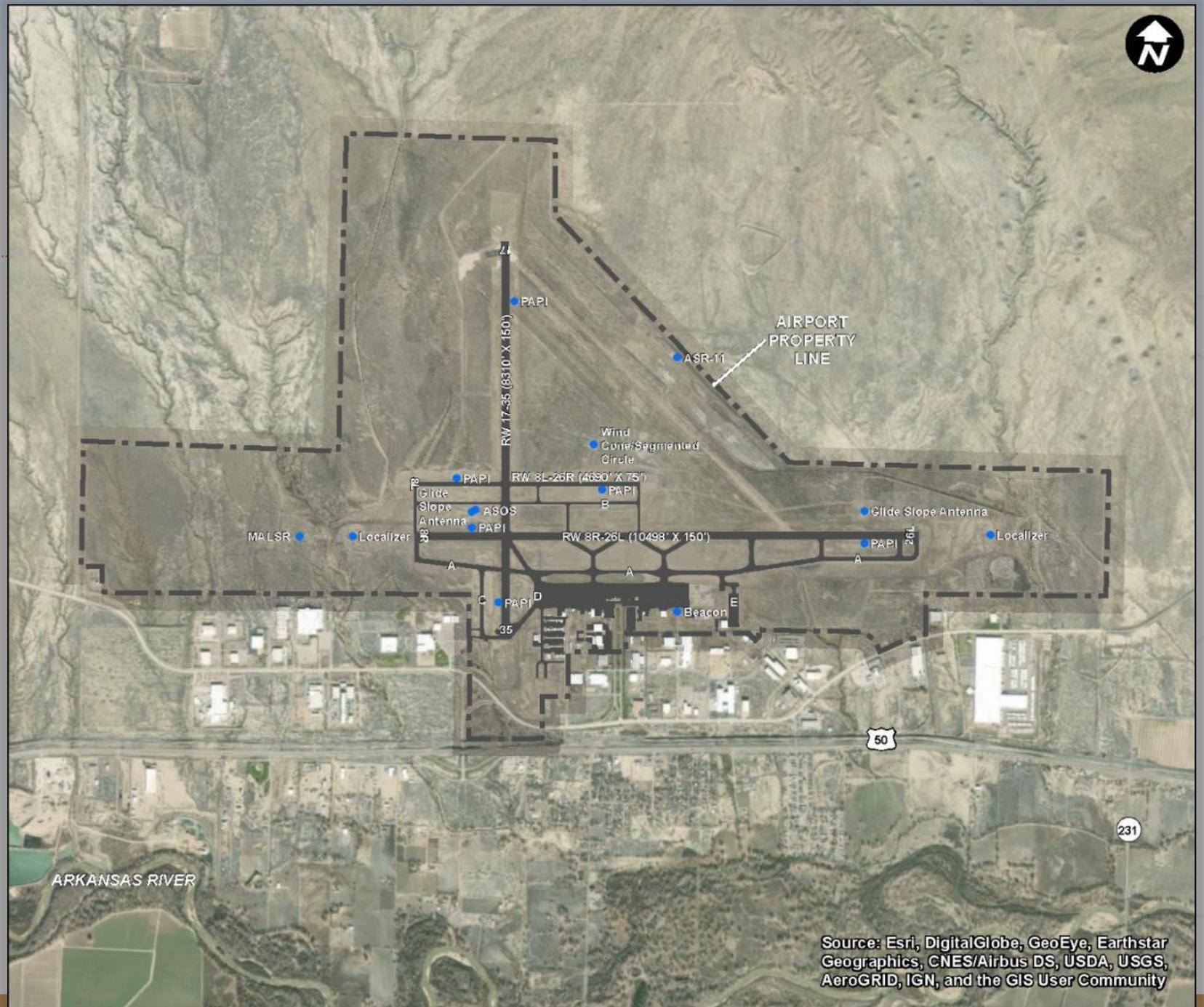
Questions?

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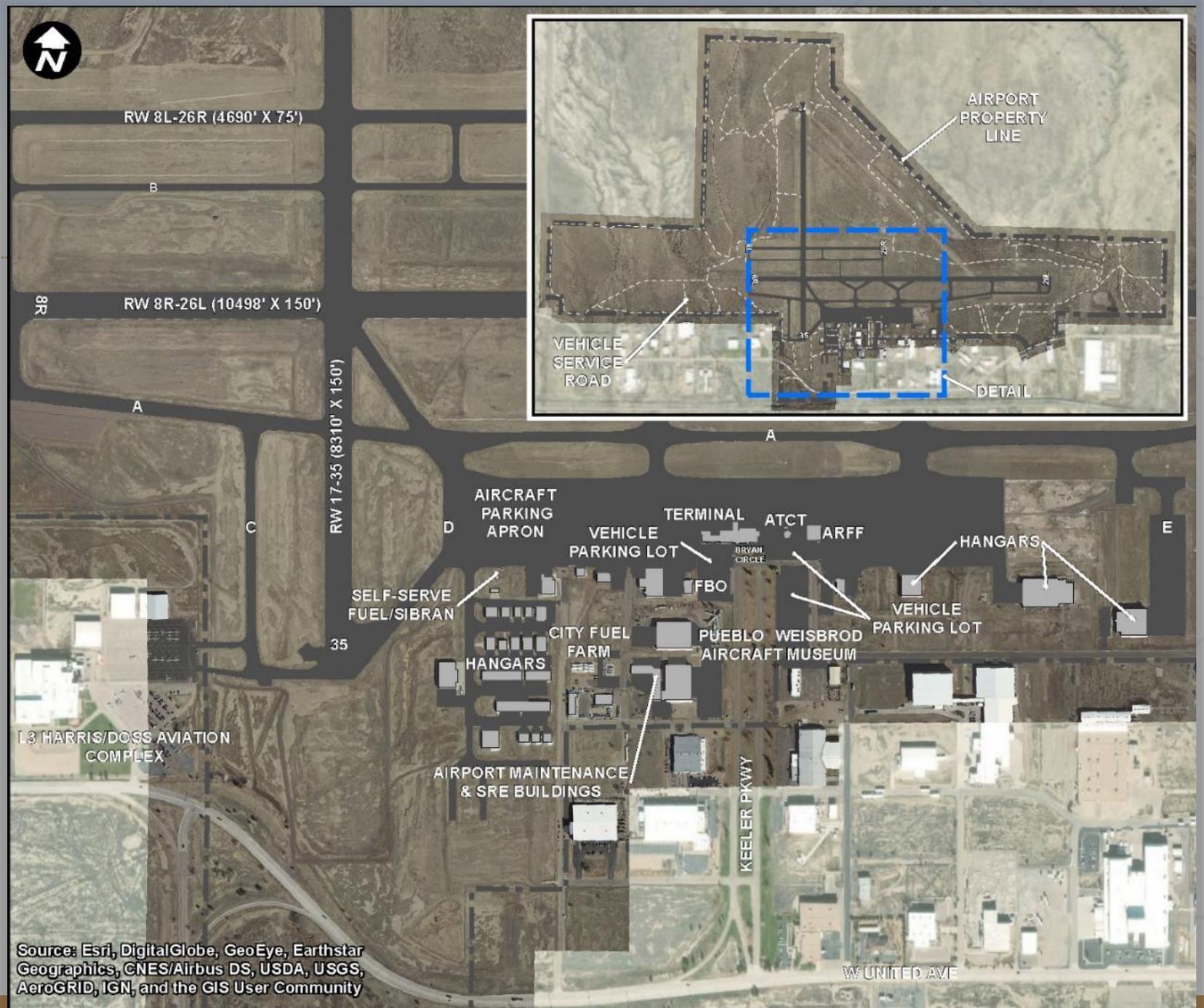
Thank You!

Existing Airfield

- Existing Airport Layout
 - ➔ Airside
 - ➔ Landside
- Existing Terminal
- Support Facilities and Equipment
- Airport Access
- Airspace
- Emergency Response
- Utilities
- Airport Environs
- Land Use and Zoning
- Environmental Baseline

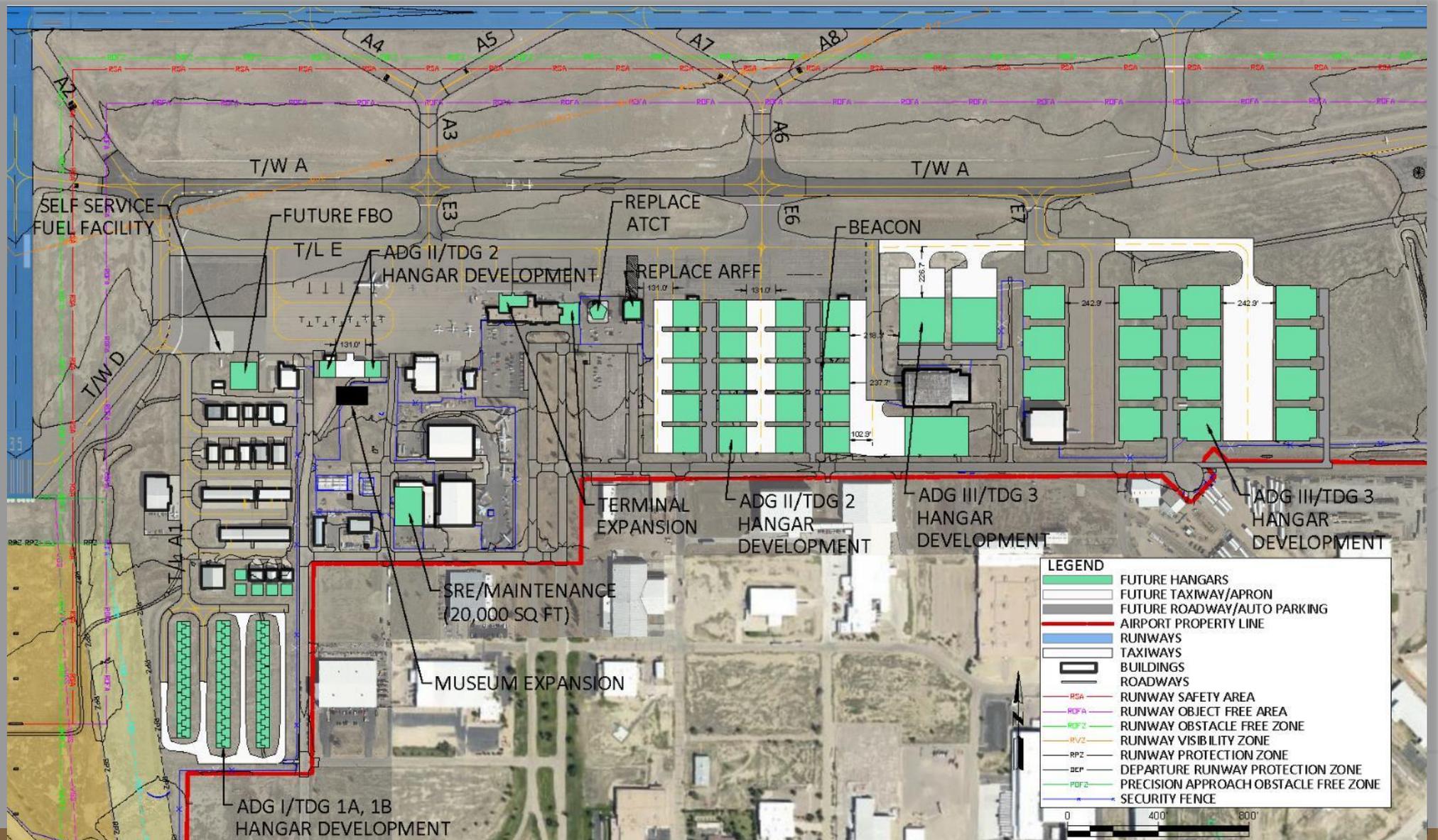


Existing Landside



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

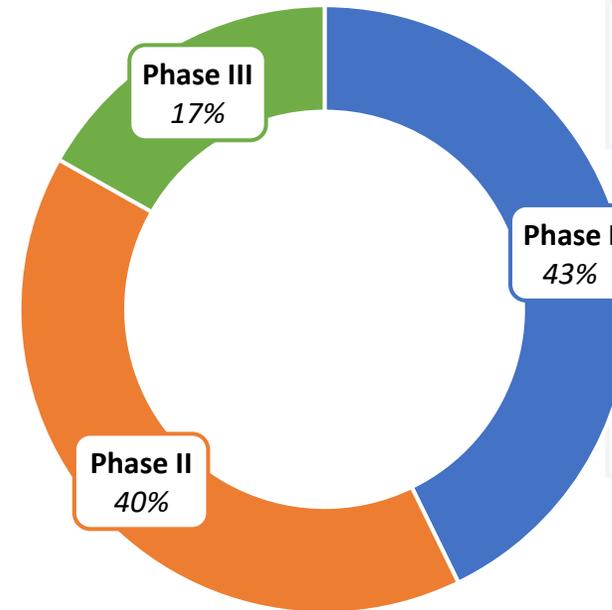
General Aviation Facilities



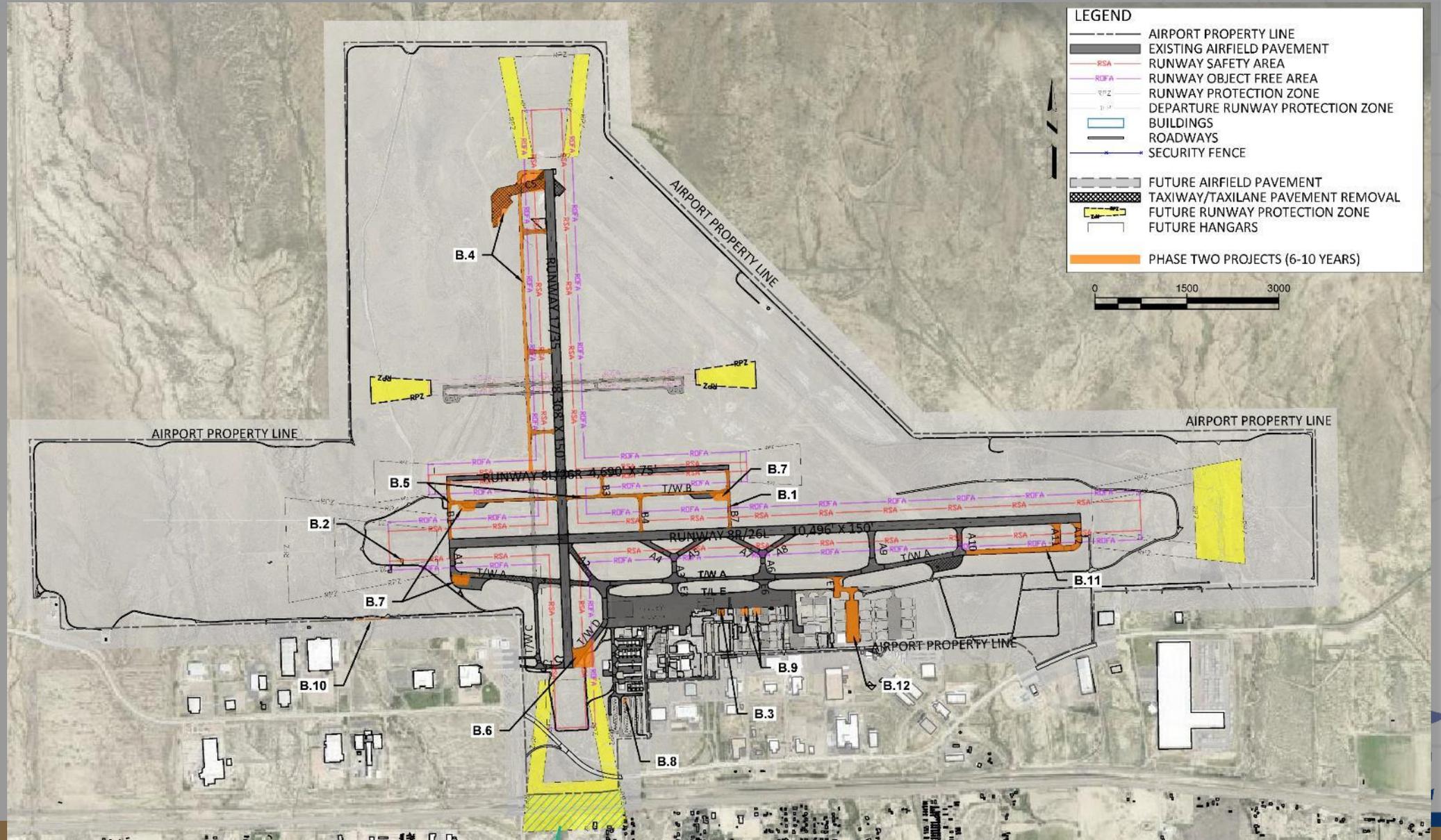
Project Costs and Phases

PHASE	COST*
Phase I (0-5 years)	\$39,877,800
Phase II (6-10 years)	\$37,677,900
Phase III (11-20 years)	\$15,671,100
Total	\$93,226,800

NOTE: * 2021 Dollars.



Phase II (6-10 Years) Projects



Phase III (11-20 Years) Projects

