



**PUBLIC NOTICE FOR PROPOSED COLLECTION OF PASSENGER FACILITY CHARGES AT
COLORADO SPRINGS AIRPORT**

Date of Public Notice: 03/22/2023

In accordance with the requirements of Section 158.24 of Federal Aviation Regulation (Code of Federal Regulations, Title 14, Part 158), official notice is hereby given by the Colorado Springs Airport of its intent to submit a twenty-fourth (24) Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for the projects listed below.

New PFC Application #24

The eleven “impose and use” projects in this PFC Application, along with their funding sources, are shown on the attached pages. Additionally, interest will be collected on the projects that are initially funded by the airport or any loan, and later reimbursed with PFC collections. The current application requests PFC funding in the amount of \$12,496,272.

Exclusions

COS Airport has requested that all air carriers filing FAA form 1800-31 be excluded from collection of PFC’s.

Summary

The Airport plans to continue collecting a PFC of \$4.50 per enplaned passenger. We anticipate collection for PFC #24 to begin on approximately October 2023 and terminate, at the present rate of accrual, September 2029.

The Airport plans to submit the application for PFC #23 as described above, to the FAA for review and approval on or about May 15, 2023.

If you have any questions regarding this proposal, please contact Aidan Ryan, Airport Marketing & Communications Manager at (719) 550-1902.

Rehab RWY 17R/35L and TWY Connectors (GeoTech/Survey/Pro.Def./CATX/Final Design)

Project Description – Physical

Runway 17R / 35L is one of two parallel runways at the Colorado Springs Airport that serve commercial, military, and general aviation aircraft operations. Runway 17R /35L is 11,022 feet in length, 150 feet wide with 25-foot-wide paved shoulders on each side, and two parallel taxiways that connect to the runway. The Runway is constructed with Asphaltic Cement (AC), Bituminous Pavement structure and surfacing.

This project involved design phase services for the rehabilitation of Runway 17R/35L, its associated taxiway connectors, and updating NAVAIDs, specifically a wind cone, REIL and PAPI components. Included was the decommissioning of the existing rotating beacon at Peterson Space Force Base and constructing a new COS Rotating Beacon when construction began in 2021.

Project Description – Financial

The project cost \$1,402,141 of which \$1,255,648 was funded with Airport Improvement Program (AIP) funds and \$146,493 will be funded with PFCs (\$139,517 through Pay-Go and \$6,976 through debt financing).

Project Justification

The last major rehabilitation of the bituminous pavement on Runway 17R / 35L and associated connector taxiways was completed in 2002. Based on the pavement management field inspection that was current at the time (June 2015) and subsequent report prepared by the Colorado Department of Transportation, Division of Aeronautics, an overall Pavement Condition Index (PCI) of 56 was assigned to COS Runway 17R / 35L. PCI values are assigned for pavement management on a 1-100 scale, with ranges that identify maintenance, major rehabilitation and replacement. PCI assigned values of 41-55 indicate need for major rehabilitation / reconstruction. PCI values below 41 indicate need for pavement reconstruction.

The Rehabilitation of Runway 17R / 35L and construction of associated connector taxiways was completed in 2021. At that time, it was anticipated that an overall PCI value of 45 could be assigned to the Runway due to continued pavement degradation in the form of moderate to severe longitudinal and transverse cracking, weathering / oxidation and raveling of the pavement surfaces that weaken the pavement strength and produce Foreign Object Debris (FOD) that require significant and frequent maintenance.

The NAVIADs were running on end-of-life equipment and the Wind Cone, REIL and PAPI components required updating to conform to FAA AC 150/5340-30G standards.

14 CFR Part 139.311 requires all Part 139 certificated airports to maintain lighting system installed and operated on the airport. Maintenance requirements under this rule entail keeping each item unobscured and clearly visible.

The airport's rotating beacon was at its previous location since initial construction of the airport. Recent inspection revealed that there were trees growing around the rotating beacon, thus making it partially obscured. This project allowed for relocation of the airport's rotating beacon in order to bring the airport in compliance with 14 CFR Part 139.311.

Project Objective

The objective of this project was to provide a safe surface for continued aircraft operations on the runway and to avoid further pavement degradation that could require much more extensive rehabilitation or future reconstruction that would adversely impact continued operations at the Colorado Springs Airport. Included was the replacement of NAVAIDs to provide more reliable navigation systems for pilots operating aircraft at the Colorado Springs Airport.

Relocating the airport's rotating beacon to a move the beacon to a location that allows for it to be unobscured and clearly visible, was required by 14 CFR Part 139.311.

Actual project start: July 2019

Actual completion date: September 2021

Taxiway A Realignment - Design

Project Description – Physical

This project funds for the preliminary and final design services for the Taxiway A Realignment project at COS. TW A will be realigned 100' west and this project designs that realignment. This project will provide topographic surveying of the new proposed Taxiway A location, in addition to the evaluation of existing and future runway and taxiway profiles.

Project Description – Financial

The total project budget is \$1,172,785, of which \$1,050,255 will be funded with AIP funds and \$122,530 will be funded with PFC's (\$116,695 through Pay-Go and \$5,835 through PFC financing).

Project Justification

Taxiway A is within the Object Free Area (OFA) of Runway 17R-35L with the OFA reaching to the taxiway centerline. Taxiway A must be relocated 100 feet west of its current location to meet required FAA runway/taxiway separation requirements listed in AC 150/5300-13B. The completion of the Taxiway A Realignment – Design project, and the overall Taxiway A realignment project, will support the airport in the compliance the runway/taxiway separation requirements.

Project Objective

The objective of this project is to complete design services for the realignment of Taxiway A, which will enhance safety and capacity for the airport and the national air transportation system. This project meets the FAA's PFC objectives of enhancing capacity and safety at the airport.

Estimated project start: June 2021

Estimated completion date: December 2023

Lactation Room

Project Description – Physical

This project funds for the installment and furnishment of a public-use lactation area within the Concourse Area to follow a congressional mandate under the Friendly Airports for Mothers Improvement Act (FAM).

Project Description – Financial

The total project budget is \$73,500 of which will be funded with PFC's (\$70,000 through Pay-Go and \$3,500 through PFC financing).

Project Justification

The Friendly Airports for Mothers Act (FAM) was passed in 2017, mandating medium and large hub airports to provide a lactation area for mothers within the sterile area(s) of an airport. FAM was amended into the Friendly Airports for Mothers Improvement Act in 2021, expanding FAM requirements to small hub airports, of which COS is categorized as. The completion of this project ensures the airport, as a small hub airport, meets the requirement of a public-use lactation area mandated by FAM.

Project Objective

The objective of this project is to enhance safety and security regarding the movement of passengers for an airport and the national air transportation system. This installment allows the airport to follow and comply with the mandate under FAM. This project meets the FAA's PFC objectives of enhancing safety and security under a congressional mandate.

Actual project start: December 2021

Actual completion date: February 2022

MB5 (2) Snow Removal Vehicles

Project Description – Physical

This project funds for the procurement of two M-B Company MB5 multitasking snow removal vehicles. Each MB5 vehicle can be equipped with a front plow and mid-mounted broom, increasing runway operational safety and capacity in a shorter span of time. This project also replaces existing aging snow and ice removal equipment.

Project Description – Financial

The total project budget is \$2,100,000 of which will be funded with PFC's (\$2,000,000 through Pay-Go and \$100,000 through PFC financing).

Project Justification

There have been previous reports of runway excursions at COS during snow and ice events due to a lack of available exit options for landing aircraft. The procurement of the two vehicles under this project will better assist landing aircraft with more options to exit the runway as greater areas of snow and ice can be removed in less time, including keeping more high-speed taxiways open. This project assists in preserving the safety of all movement areas and helping the airport stay in compliance with 14 CFR Part 139.313 and AC 150/5200-30B.

Project Objective

The objective of this project is to enhance capacity and safety for the airport and the national air transportation system. The procurement of two MB5 snow removal vehicles will allow maintenance of high-speed exit options for landing air carrier aircraft and movement area clearance in a shorter span of time. This project meets the FAA's PFC objectives of enhancing capacity and safety at the airport.

Estimated project start: July 2022

Estimated completion date: April 2023

COS Terminal Redundancy Line

Project Description – Physical

This project funds for the development of a waterline extension by Colorado Springs Utilities (CSU) east of the airport to act as a secondary source of water for the airport terminal.

Project Description – Financial

The total project budget is \$2,625,000 of which will be funded with PFC's (\$2,500,000 through Pay-Go and \$125,000 through PFC financing).

Project Justification

The existing waterline acting as the main feed of the airport starts at a lower elevation, resulting in reduced water pressure levels. More pressure is needed to provide water to the airport terminal especially in the event of an emergency and to support additional capacity. The completion of the COS Terminal Redundancy Line project will provide a secondary source for the airport's water utilities. This is crucial for emergency response and life safety systems, as well as for the ability of the airport to add capacity in the future.

Project Objective

The objective of this project is to enhance capacity and safety for the airport by increasing the airport's water utility source. This project meets the FAA's PFC objective to enhance capacity and safety at the airport.

Estimated project start: May 2024

Estimated completion date: December 2025

BAS (Building Automation System)

Project Description – Physical

This project funds for the rehabilitation and replacement of the airport's Building Automation System (BAS). The project will replace electrical components near their end of life.

Project Description – Financial

The total project budget is \$1,050,000 of which will be funded with PFC's (\$1,000,000 through Pay-Go and \$50,000 through PFC financing).

Project Justification

The Building Automation System (BAS) is a network designed to monitor and automate certain facility functions including lighting, HVAC, fire systems, and security systems, maintaining efficiency and cost-effectiveness for that building. Most of the facility functions within the COS terminal are monitored and networked through its BAS. Several electrical components within the BAS have reached their component end of life (EOL), increasing the risk of the BAS shutting down and compromising facility function and operations. Replacing the components at EOL will keep the BAS 'alive', thus maintaining the safety and security of the airport terminal.

Project Objective

The objective of this project is to enhance safety at the airport. This project replaces end of life electrical components within the BAS and keeps the system operational to continue monitoring and automating facility functions, including those related to emergency notification and life safety. This project meet's the FAA's PFC objective of enhancing safety at the airport.

Estimated project start: Sep 2022

Estimated completion date: December 2023

AMAG Project

Project Description – Physical

This project funds for an update of the airport's existing AMAG security system to the latest software with the supported hardware version level to have a modern control system adhering to modern design standards.

Project Description – Financial

The total project budget is \$262,500 of which will be funded with PFC's (\$250,000 through Pay-Go and \$12,500 through PFC financing).

Project Justification

The existing AMAG security system utilized by the airport has reached the end of its useful life and end of manufacture by AMAG Technology. Upgrading the system to a modern control system with the latest software on a heavier supported hardware level will enhance airport safety and security following TSA active monitoring requirements and 14 CFR Part 1542.

Project Objective

The objective of this project is to enhance the security of the airport and national air transportation center. This project will update and upgrade the existing AMAG security system near the end of its life and manufacture, updating and upgrading to the latest, more supported software version level. The project meets the FAA's PFC objective of enhancing security at the airport.

Estimated project start: Jan 2023

Estimated completion date: December 2023

Taxiway A Realignment – Construction A4-A7

Project Description – Physical

This project funds for the removal and reconstruction of connector Taxiway A5, the complete removal of connector Taxiway A6, and reconstruction of connector Taxiway A7 as part of the overall Taxiway A realignment. A7 will be reconstructed to the Runway 17R-35L edge. In addition, new 30' shoulders with underdrains and updated lighting and signage will be constructed for Taxiway A and connector Taxiways A5-A7. New pavement for the realignment of Taxiway A will extend from A4 through A7.

Project Description – Financial

The total project budget is \$30,137,500 of which \$27,000,000 will be funded with AIP funds, \$250,000 will be funded with State Grant funds and \$2,887,500 will be funded with PFC's (\$2,750,000 through Pay-Go and \$137,500 through PFC financing).

Project Justification

Taxiway A is within the Object Free Area (OFA) of Runway 17R-35L, with the OFA extending to the taxiway centerline. Taxiway A must be relocated 100 feet west of its current location to meet required FAA Runway/Taxiway Separation requirements listed in AC 150/5300-13B. Additionally, pavement gradients and other tolerances that exceed FAA standards will be remedied during construction. The completion of this project enhances the useful life of airport pavement and will assist in future runway extension listed in the COS Airport Master Plan update.

Project Objective

The objective of this project is to enhance safety and capacity for the airport and the national air transportation system. This project is a phase within the overall Taxiway A realignment project,

in which connector Taxiways A5 and A6 will be removed, with the reconstruction of A5 and connector Taxiway A7. The overall Taxiway A realignment program aims to relocate Taxiway A 100' west of its original location to meet FAA runway/taxiway separation requirements. This project meets the FAA's PFC objectives of enhancing safety and capacity at the airport.

Estimated project start: March 2025

Estimated completion date: December 2025

Terminal Roof Replacement

Project Description – Physical

This project funds for replacement roofing for the COS Main Terminal Building.

Project Description – Financial

The total project budget is \$2,100,000 of which will be funded with PFC's (\$2,000,000 through Pay-Go and \$100,000 through PFC financing).

Project Justification

It was determined by roofing professionals that the airport terminal roof has reached the "Requires Replacement" category due to extended age, leakage, and wind impact. The replacement of the airport terminal roof under this project will extend the life expectancy of the building and enhance building safety.

Project Objective

The objective of this project is to enhance safety for the airport and the national air transportation system. This project will replace terminal roofing near the end of its useful life. The project meets the FAA's PFC objective of enhancing safety at the airport.

Estimated project start: April 2024

Estimated completion date: October 2024

MB5 Snow Removal

Project Description – Physical

This project funds for the procurement of an MB Company MB5 multitasking snow removal vehicle. An MB5 vehicle can be equipped with a front plow and mid-mounted broom. In addition, this project will replace an aging piece of snow and ice removal equipment.

Project Description – Financial

The total project budget is \$1,050,000 of which will be funded with PFC's (\$1,000,000 through Pay-Go and \$50,000 through PFC financing).

Project Justification

There have been previous reports of runway excursions at COS during snow and ice events due to a lack of available exit options for landing aircraft. The procurement of the two vehicles under this project will better assist landing aircraft with more options to exit the runway as greater areas of snow and ice can be removed in less time, including keeping more high-speed taxiways open. This project assists in preserving the safety of all movement areas and helping the airport stay in compliance with 14 CFR Part 139.313 and AC 150/5200-30B.

The procurement of an additional MB5 vehicle under this project will replace an aging piece of snow removal equipment and further assist snow and ice removal operations in preserving the safety of all movement areas and helping the airport stay in compliance with 14 CFR Part 139.313 and AC 150/5200-30B, in addition to enhancing exit options for landing aircraft.

Project Objective

The objective of this project is to enhance safety and capacity for the airport and the national air transportation system. The procurement of this MB5 multitasking vehicle will replace existing aging equipment and allow for greater efficiency in removing larger snow-covered areas in the movement areas in lesser time. This project meets the FAA's PFC objectives of enhancing safety and capacity at the airport.

Estimated project start: July 2024

Estimated completion date: April 2025

Taxiway B Rehabilitation B5-E - Design

Project Description – Physical

This project funds for preliminary design services including topographic surveying and evaluation of existing and future runway and taxiway profiles for the rehabilitation of connector Taxiway B5. This project is phased in as part of the overall Taxiway B rehabilitation project.

Project Description – Financial

The total project budget is \$753,750 of which \$675,000 will be funded with AIP funds and \$78,750 will be funded with PFC's (\$75,000 through Pay-Go and \$3,750 through PFC financing).

Project Justification

The 2021 Pavement Management and Evaluation Systems update from the Colorado Department of Transportation Division of Aeronautics assigned a Pavement Condition Index (PCI) number of 50 for Taxiway B and PCI numbers for connector Taxiways B2, B3, B4, and B5 varying from 54 to 65. By the time this project is constructed, it is anticipated that the PCI levels will have dropped varying from 44 to 57. The overall Taxiway B rehabilitation project will support future configuration of Runway 13-31 as listed in the COS Airport Master Plan update.

Project Objective

The objective of this project is to enhance safety for the airport and the national air transportation system. This project begins topographic surveying and evaluation of taxiway and runway profiles for the rehabilitation of connector Taxiway B5 as a phased plan of the overall Taxiway B rehabilitation program. Rehabilitation can extend the useful life of the pavement and prevent further pavement degradation that could result in future extensive rehabilitation or reconstruction work, adversely impacting operational movement to Runway 13-31. This project meets the FAA's PFC objective of enhancing safety at the airport.

Estimated project start: May 2025

Estimated completion date: December 2025