

**NOTICE TO ALL AIR CARRIERS SERVING
COLORADO SPRINGS AIRPORT**

03/27/23

Re: Proposed Second Amendment to PFC Application #23

In accordance with the requirements of Section 158.23 and 158.37 of Federal Aviation Regulation (14CFR Part 158), this letter is intended to serve as official notice by the Colorado Springs Airport of a consultation meeting with the air carriers serving our Airport. The purpose of the meeting is to discuss the second amendment to our twenty-third (23) PFC application.

The consultation meeting with air carriers will be scheduled upon a mutually agreeable date after 30 days, no greater than 45 days of this written notice to Air Carriers serving Colorado Springs Airport.

Approved PFC Application #23

The City of Colorado Springs received approval from the FAA to “impose and use” PFCs for eleven projects at the Colorado Springs Airport under PFC Application 19-23-C-00-COS on December 6, 2017. The total PFC approved amount was \$25,194,101.

The first amendment to this application was later submitted primarily to decrease the funding associated with the relief of PFC indebtedness through the CARES grant and the reduction in actual expenses for several of the projects. The first amendment decreased the collection authority from \$25,194,101 to \$20,116,155.

This second amendment will request a decrease in PFC funding to change the application of funding from pay-as-you-go to both pay-as-you-go and financing and interest. Except for the Deicing Pad, the Airport funded these projects with another public fund and has been reimbursing that public fund with PFC funds. Furthermore, the Taxiway B Rehabilitation Construction project expenses are higher than anticipated by 80%. The total PFC collection amount will decrease by \$105,875. Per FAA Order 5500.1, an additional Airline Consultation meeting is required due to these changes. COS is requesting to amend PFC #23 Application by decreasing the collection authority from \$20,116,155 to \$ 20,010,280, a difference of \$83,571.

The Airport plans to submit the proposed amendment to PFC #23 to the FAA for review and approval on or about May 15, 2023.

If you have any questions before our presentation regarding this proposal, please contact me at (719) 550-1943.

Sincerely,

Joe G. Neville
Air Service Development Manager

CC: Rebecca Wersal, FAA
Airline File

Terminal Rehabilitation Program

Project Description – Physical

The Terminal Rehabilitation Project consists of rehabilitating the terminal and concourse areas to include complete renovation of the restrooms, replacement of all escalators and elevators, boilers, windows, replacement of HVAC ductwork, replacement of all lighting to LED for code compliance, full demo and replacement of ceiling grid, panels and soffits, all carpeted and flooring surfaces, all horizontal surfaces and wall coverings, new common use ticket counters, and new wayfinding signage. An emphasis on ADA compliance and accessibility will be include.

Project Description – Financial

The total project budget is \$12,318,608 of which \$4,325,167 was funded with PFC debt relief from CRSSA ACRGP and CARES fund, \$879,866 will be funded with CFC's, and \$7,113,575 will be funded with PFC's (\$6,774,833 through Pay-Go and \$338,742 through PFC financing).

Project Justification

The COS terminal building was constructed in 1994, and no major reconstruction or rehabilitation has been performed since initial construction.

As a result, the existing escalators and elevators are nearly thirty (30) years old and require constant maintenance when parts are difficult to find. Many elements of the terminal do not meet current code requirements. Due to aging, efficient movement and support of passengers throughout the terminal building is inhibited.

Project Objective

The main objective of this project is to replace the aging and end of life infrastructure in the terminal building and concourse. Additionally, the rehabilitation program will address code deficiencies and ADA compliance issues.

Actual project start: August 2019

Estimated completion date: December 2026

Information Technology Infrastructure Improvements 2019

Project Description – Physical

IT Infrastructure Improvements 2019 included two projects being requested for PFC. Projects included the virtualization of servers that replaced existing core IT system infrastructure and a new telecommunications system which replaced the dated PBX with a VoIP solution used for the entire terminal and tenants.

Project Description – Financial

This project cost \$1,663,274 of which \$753,780 was funded with PFC debt relief from CARES funds, \$75,759 of CFC funds, \$100,000 of Airport Capital and \$733,736 will be funded with PFC's (\$698,796 through Pay-Go and \$34,940 through PFC financing).

Project Justification

The Airport IT Master Plan (ITMP) completed in 2018 identified that several key Airport systems were at critical risk for failure and needed to be upgraded as soon as possible. It was the recommendation of the ITMP consultant, and confirmed by City IT Enterprise Architecture, that the Airport replace the existing PBX (with expected end of life 12/2018) and associated ancillary equipment. The telecommunications modernization was dependent upon, and a follow up to, the virtualization project. It improved scalability, efficiency, redundancy, and recovery of the airport's telecommunications system.

Project Objective

The objective of this project was to replace end of life/out of date IT hardware, software, and systems being used at COS.

Actual project start: June 2020

Actual completion date: November 2021

Deicing Pad – Design and Construction

Project Description – Physical

COS constructed approximately a 10-acre deicing ramp at the departure end of Runway 35R, which is the primary air carrier runway during inclement weather. The location of the deicing ramp increased operational safety and reduced cost to the airlines, as well as eliminated terminal ramp safety issues.

Additionally, the US Forest Service agreed to contribute \$2,680,000 to the total construction of the deicing ramp with the approval of their discretionary funds. The US Forest Service utilizes a portion of the ramp as a regional firefighting tanker base during fire season.

Project Description – Financial

This project cost \$14,351,248 of which \$1,374,039 was funded with Airport Improvement Program funds, \$2,680,000 was funded with US Forest Service and \$10,297,209 will be funded with PFC's (\$1,326,075 through Pay-Go and \$8,971,134 through PFC financing).

Project Justification

Deicing operations took place solely on the terminal apron which created safety and capacity issues on the terminal ramp. Depending on the type of deicing aircraft wingtip clearances became an issue and, based on the time it took to deice an aircraft, the terminal ramp became congested. Relocating deicing operations to the departure end of the runway is increasing operational efficiencies and safety for all air carriers.

Project Objective

The objective of this project was to build a deicing pad at the departure end of the runway to increase operational efficiency and safety for all airlines operating out of COS.

Actual project start: March 2020

Actual completion date: February 2021

Runway 17R/35L Rehabilitation

Project Description – Physical

Runway 17R / 35L is one of two primary parallel Runways at the Colorado Springs Airport that serves commercial, military and general aviation aircraft operations. Runway 17R /35L is 11,022 feet in length and 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 included a rehabilitation (mill/fill) of Runway 17R-35L and the associated connector taxiways to the hold bars. The runway/taxiway shoulders and blast pads were planned to receive a seal coat. The airfield electrical system and NAVIADs were also replaced for the runway. This project had completed the construction and rehabilitation of the Runway in a single year phase.

This project also entailed the removal and reinstallation of the airport's beacon from its current location which consisted of the complete removal of the existing rotating beacon and tower structure and the construction of a new beacon tower in which the existing rotating beacon was be placed.

Project Description – Financial

The total project budget is \$18,909,768 of which \$18,748,777 will be funded with AIP funds, \$14,500 will be funded with Airport funds and \$146,492 will be funded with PFC's (\$139,516 through Pay-Go and \$6,976 through PFC financing).

Project Justification

Based on previous engineer's reports, Runway 17R-35L was reconstructed in 1963 and extended in 1964. The original construction consisted of 3-inches of asphalt placed on 3-6-inches of aggregate base course. The runway was overlaid with 3-4 inches of asphalt in 1969. A stress absorbing fabric and another 4-inch overlay was placed in 1981. The center portion (keel) was removed and replaced with approximately 4 inches of asphalt and placement of a stress absorbing fabric in 1988. The last rehabilitation occurred in 2002, with the removal and replacement of the outer edges of the runway with approximately 6 inches of asphalt and a stress absorbing fabric. The keel section received a 2-inch mill/fill with a stress absorbing fabric as well. A thorough investigation of the existing pavement section and stress absorbing fabric locations was conducted as part of this project in order to determine the best rehabilitation strategy.

The 2018 Pavement Management and Evaluation Systems update from the Colorado Department of Transportation-Division of Aeronautics had assigned a Pavement Condition Index (PCI) number of 53 to Runway 17R-35L. The PCI numbers on the connector taxiways vary between 39 and 80. The on-site visual inspections conducted for the CDOT 2018 System Update were performed in June of 2018.

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 has been at its current 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 which would adversely impact continued operations at COS. Included was the replacement of NAVAIDs to provide more reliable navigation systems for pilots operating aircraft at the Colorado Springs Airport.

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

Actual project start: October 2020

Estimated completion date: June 2023

Airport Master Plan

Project Description – Physical

The Airport Master Plan is a comprehensive study that identifies facility needs and evaluates alternative solutions to provide guidance for the future development of the Airport in the short- (0-5 year), medium- (6-10 year), and long- (11-20 year) terms. The information identified through the master planning process will ensure the continued operation of a safe, efficient, and environmentally compatible airport. The Master Plan recommends improvements in accordance with Federal Aviation Administration (FAA) standards, taking into consideration the dynamic nature of the aviation industry. Master plan updates provide an opportunity to identify and consider strategic development opportunities.

Project Description – Financial

The total project budget is \$2,404,112 of which \$2,229,077 will be funded with AIP funds and \$175,035 will be funded with PFC's (\$166,700 through Pay-Go and \$8,335 through PFC financing).

Project Justification

The last comprehensive master plan update was started in 2010 and completed in 2013, making the master plan now seven years old. The FAA recommends master plan updates every five to 10 years to ensure development and changes to the Airport Layout Plan (ALP) are up to date.

Project Objective

The objective of this project is to develop a master plan that will outline the next ten year capital improvement program and twenty year master plan through evaluation, studies, and forecasting the needs of the airport.

Actual project start: November 2019

Estimated completion date: December 2023

Fleet Improvements 2020

Project Description – Physical

This project involves the procurement of the following snow removal equipment: One snow removal vehicle and one plow blade.

Project Description – Financial

The total project budget is \$735,000 of which \$735,000 will all be funded with PFC's (\$700,000 through Pay-Go and \$35,000 through PFC financing).

Project Justification

A portion of the COS Airport fleet is nearly 20 years old and reaching the end of its usable life, making it difficult to maintain Movement Areas and other essential airport areas in safe and secure operating conditions. The procurement of all vehicles under this project will assist in preserving the safety of all movement areas and bring the airport in compliance with 14 CFR Part 139.313 and AC 150/520030D.

Project Objective

The objective of this procurement is to replace aging equipment that has reached end of usable life in order to bring the COS Airport fleet into compliance with 14 CFR Part 139.313 and AC 150/520030D.

Actual project start: April 2021

Estimated completion date: April 2023

Taxiway B Rehabilitation – Construction

Project Description – Physical

This project entails the construction on Taxiway B rehabilitation project Schedule I (B1 to B3). It is anticipated that this project will be a “mill and fill” which replaces the top six to twelve inches of asphalt with new asphalt.

Project Description – Financial

The total project budget is \$9,429,873, of which \$8,352,370 will be funded with AIP funds, \$250,000 will be funded with state fund, \$18,268 will be funded with Airport funds and \$809,235 will be funded with PFC's (\$770,700 through Pay-Go and \$38,535 through PFC financing).

Project Justification

Taxiway B is constructed of asphalt and considered to be in fair to poor condition. The last major maintenance and repair conducted on the Taxiway was in June of 2000.

The Colorado Department of Transportation, Aeronautics Division, has evaluated the Taxiway which indicated to have an average PCI of 44. COS continues to do regular maintenance inclusive of crack sealing and repair on an annual basis under an operating and maintenance budget. Taxiway B was last fog sealed in August of 2017.

Project Objective

The objective of this project is to rehabilitate the taxiway to a condition that would extend the useful life of the pavement.

Estimated project start: April 2022

Estimated completion date: November 2023