



Central Colorado Regional Airport





- Intro / Overview
- Airport Personnel
- Year End Activity Review
- Helicopter Testing
- Military & FAA
- Airport Revenue Report
- Airport Marketing





The vision for the airport is to become a recognized economic engine for the Town of Buena Vista and Chaffee County.

Specifically, the airport will develop its infrastructure to accommodate business and military and jet/turbine aircraft;

Establish the airport as a transportation hub for on-demand passengers and cargo, and;

Explore the UAS market and opportunities to develop a niche market for this expanding industry.





Overview





Airport Personnel





Full-Time Employees



Jack Wyles

Airport Manager

January 2018 – Present

Line Tech

July 2016 – January 2018



Chandra Swanson

Airport

Operations Specialist

January 2019 – Present





Permanent Part-Time



Tadd Leary

Senior Line Technician

February 2011 – Present



Randy Anderson

Line Technician

June 2019 – Present





SWAP Program: ***Jr Line Techs, Seasonal***

The School to Work Alliance Program (SWAP) is a collaborative initiative between the Colorado Division of Vocational Rehabilitation (DVR) and local school districts/Board of Cooperative Educational Services (BOCES) and is supported by the Colorado Department of Education (CDE). SWAP provides case management and direct services to young adults with disabilities who have mild to moderate needs in employment and need support in developing vocational awareness, career exploration, and experiencing career and employment opportunities to become competitively employed and to achieve success.

PURPOSE OF SWAP: The purpose of SWAP is to assist young adults in making the transition from school to employment, provide successful employment outcomes, increase community linkages, and new patterns of service for young adults within all categories of disabilities.



SWAP
School to Work
Alliance Program

Charlie Schieren
Salida High School
June – Aug 2020

Edwin Mabey
Chaffee County High School
June – Aug 2020





Airport Advisory Board



CHAIR: Dennis Heap

SECRETARY: Taylor Albrecht

Daniel Courtright

Mark Godonis

Mark Muller

Jerry Steinauer

Bob Dimmit

Alternate Board Member: Wayne Lee



Airport Engineering Consultant

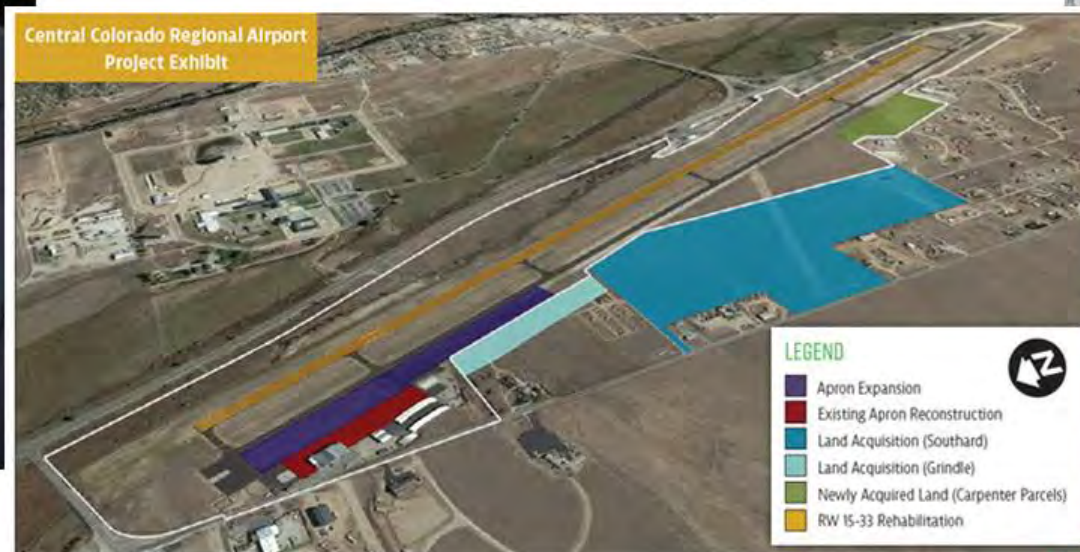
Since May 2019



Jared Bass, PE
Project Manager



John Cessar
Lead Engineer





CDOT Aeronautics



CDOT Aeronautics Update

- Financial Update
- Colorado Discretionary Aviation Grant (CDAG) Program
- Statewide Initiative Updates
 - Internship Program
 - AWOS Maintenance
 - System Plan/Economic Impact
 - Aviation SIB Loans
 - Airport & Governance 101
 - PFAS
 - Education Program
 - Remote Tower

• What do you need from us? Q/A





Year End Activity Review



1st Quarter

Let it Snow





COVID slows some things down... but not General Aviation





Peak Season





Runway Rehab (Sept)



BEFORE

CDOT Grant: \$350,000 (~90%) | Local Match: \$38,889 (~10%)



AFTER



Early Snow & Helicopter Ops





Helicopter Testing



Boeing, Cancelled (Mar 19-27)





Army MD 500 (July 8-24)





AgustaWestland 139 (Sept 18-27 & Oct 12-19)





ATEC Redstone AL (Oct 30 – Nov 16)





Event – HAATs BBQ (Aug 13)





Military & FAA





Military





FAA Guide To Low-Flying Aircraft: Title 14 Federal Regulation Codes, Sect 91.119

*Except when necessary for Takeoff & Landing,
aircraft may not operate below the following altitude:*

- a) Anywhere: Any altitude allowing, if a power failure, an emergency landing without undue hazard to persons or property.
- b) Over Congested Area: City, Town or Settlement or over any open-air assembly – an altitude of 1000 ft (above highest obstacle) and a horizontal radius of 2000 ft.
- c) Over Non-Congested Area: an altitude of 500 ft above the surface except over open water or sparsely populated areas. Aircraft may not operate closer than 500 ft to any person, vessel, vehicle or structure.
- d) Helicopters: may operate at less than the minimums prescribed in paras b) & c), if operation is conducted without hazard to persons or property on the surface.





The Duration of Federal Grant Obligations

- Obligations WRT, Operation & Maintenance (O&M) of the airport remain in effect throughout the useful life of the facilities, but not to exceed 20 years (the standard period).
- Private sponsors have the added requirement that the useful life of federally-assisted projects shall be no less than 10 years from the date of acceptance of federal aid.
- WRT to land purchase with FAA Funding, the obligation use, O&M of the airport remain in perpetuity.



The Useful Life of Grant Funded Projects

The useful life of a federally funded airport development project extends for the period of time during which it is serviceable and usable with ordinary day-to-day maintenance.

Note:

Reconstruction, rehabilitation, or major repair of a federally funded airport project without additional federal aid does not automatically extend the duration of its useful life as it applies to grant agreements.

Generally, improvements are presumed to last at least 20 years because they are built to FAA standards. If new grants are issued for reconstruction, rehabilitation, or major repair, a new useful life period begins.



Useful Life Terms – FAA Compliance Order 5190.6B



Project Type	Useful Life
a. All construction projects (unless listed separately below)	20 years
b. All equipment and vehicles (unless listed separately below)	10 years
c. Pavement rehabilitation (not reconstruction, which is 20 years)	10 years
d. Asphalt seal coat, slurry seal, and joint sealing	3 years
e. Concrete joint replacement	7 years
f. Airfield lighting and signage	10 years
g. ARFF vehicles	15 years
h. ARFF structural gear (firefighting suits), which has less heat insulation than proximity gear (per the National Fire Protection Association 1971 Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting)	7 years
i. ARFF proximity gear (firefighting suits), which is also referred to as slicks, bunker, or turn out gear (per the National Fire Protection Association 1971 Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting)	5 years
j. NAVAIDs and Weather Reporting Equipment	15 years
k. Buildings	40 years
l. Land	Unlimited
m. Loading Bridges	20 years
n. Fencing	20 years



Airport Operations



Airport Operations	2019	2020
Total Based Aircraft	321	270
Total Transient Aircraft	1210	1236
Total Piston Aircraft	1034	1162
Total Jet/Turbine Aircraft	502	335
Total Aircraft	1536	1497
Total Operations	3475	3409
Total Persons Using Airport	5442	6442
Total Military Ops	119	116
Total Helicopter Ops	240	83
Total Ops over 12,500 lbs	212	121
Day W/O Ops	58	58

Lower ops due to COVID restrictions and testing cancellations.

Both discrepancies are due, in a large part, to Agusta's lack of testing this year.



Airport Revenue

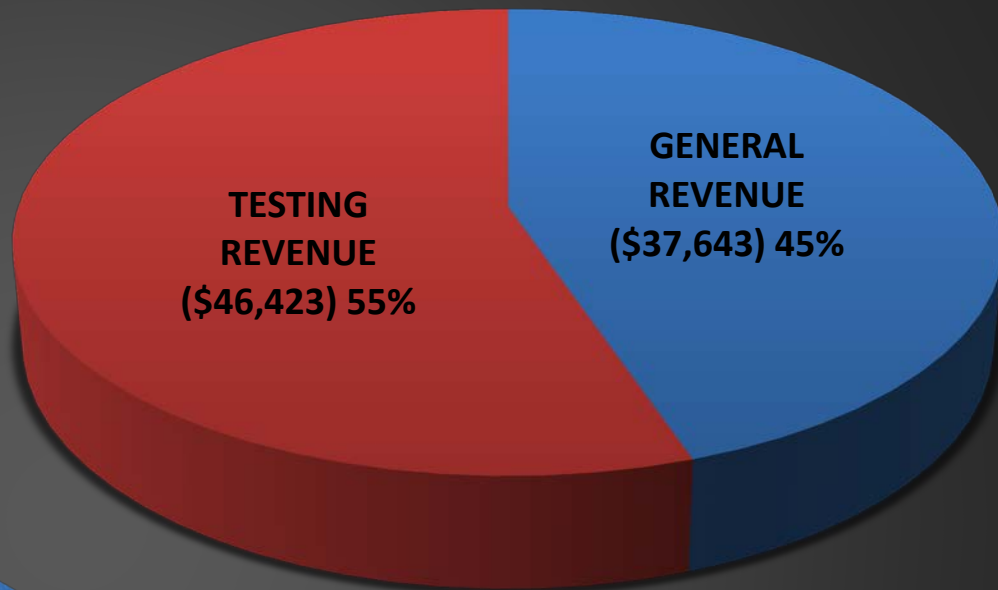
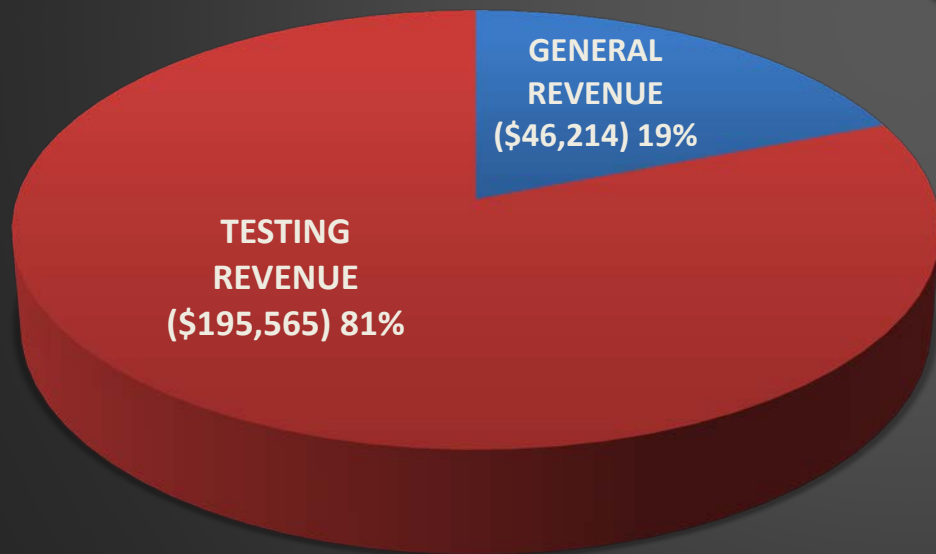
(As of Dec 31, 2020)





General Revenue, Airport

**2019 NON-FUEL
REVENUE: \$241,779**



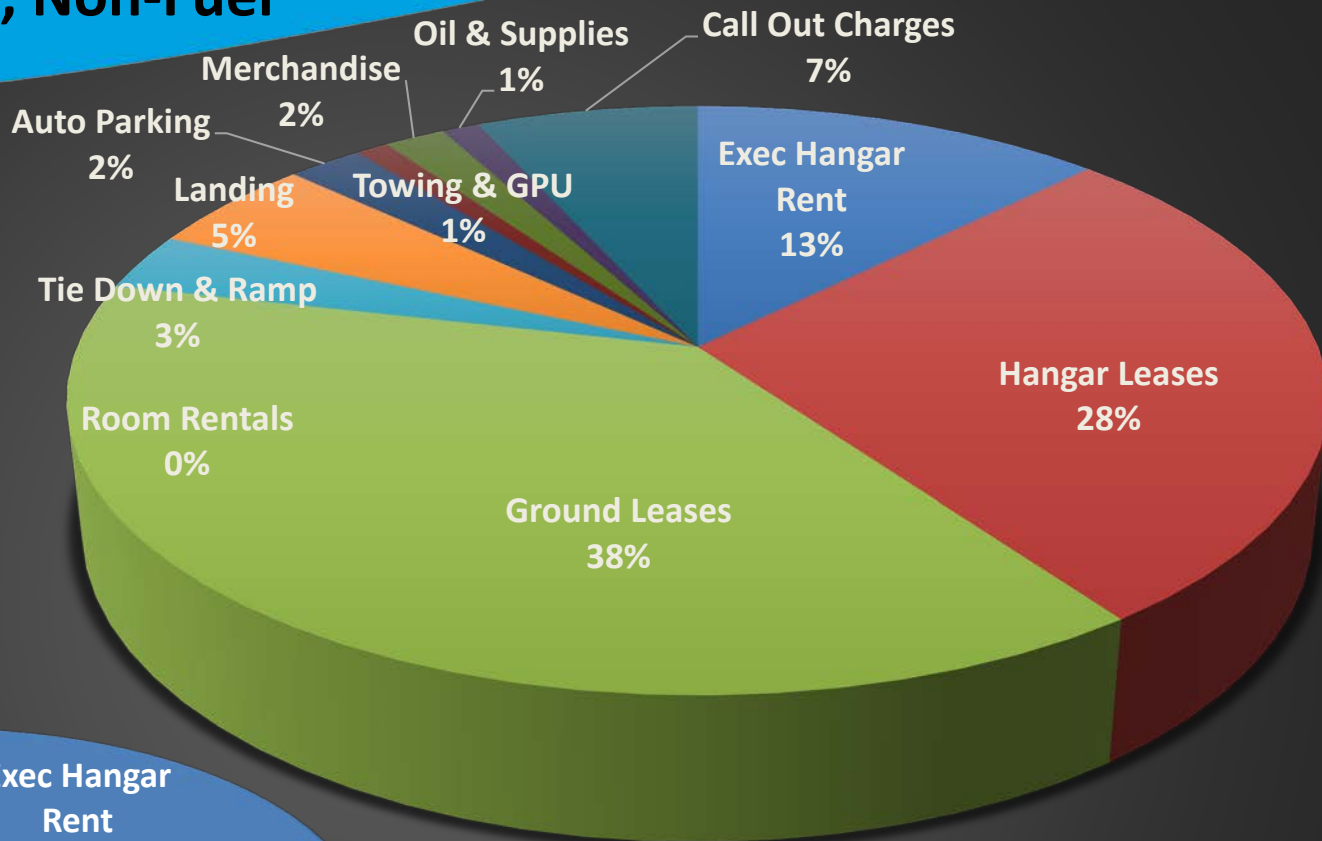
**2020 NON-FUEL
REVENUE: \$84,066**

INCLUDES: Executive Hangar Rent, Ground Leases, Office & Room Rentals, Tie Down, Ramp & Landing Fees, Call Out Charges, and 10% Concierge Fees

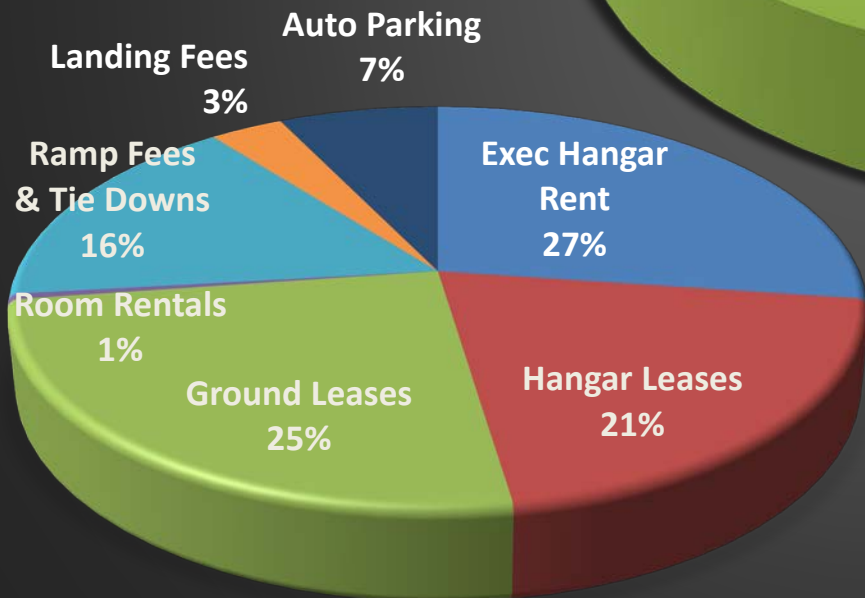




General Revenue, Non-Testing, Non-Fuel



**2019 NON-FUEL
REVENUE: \$46,214**

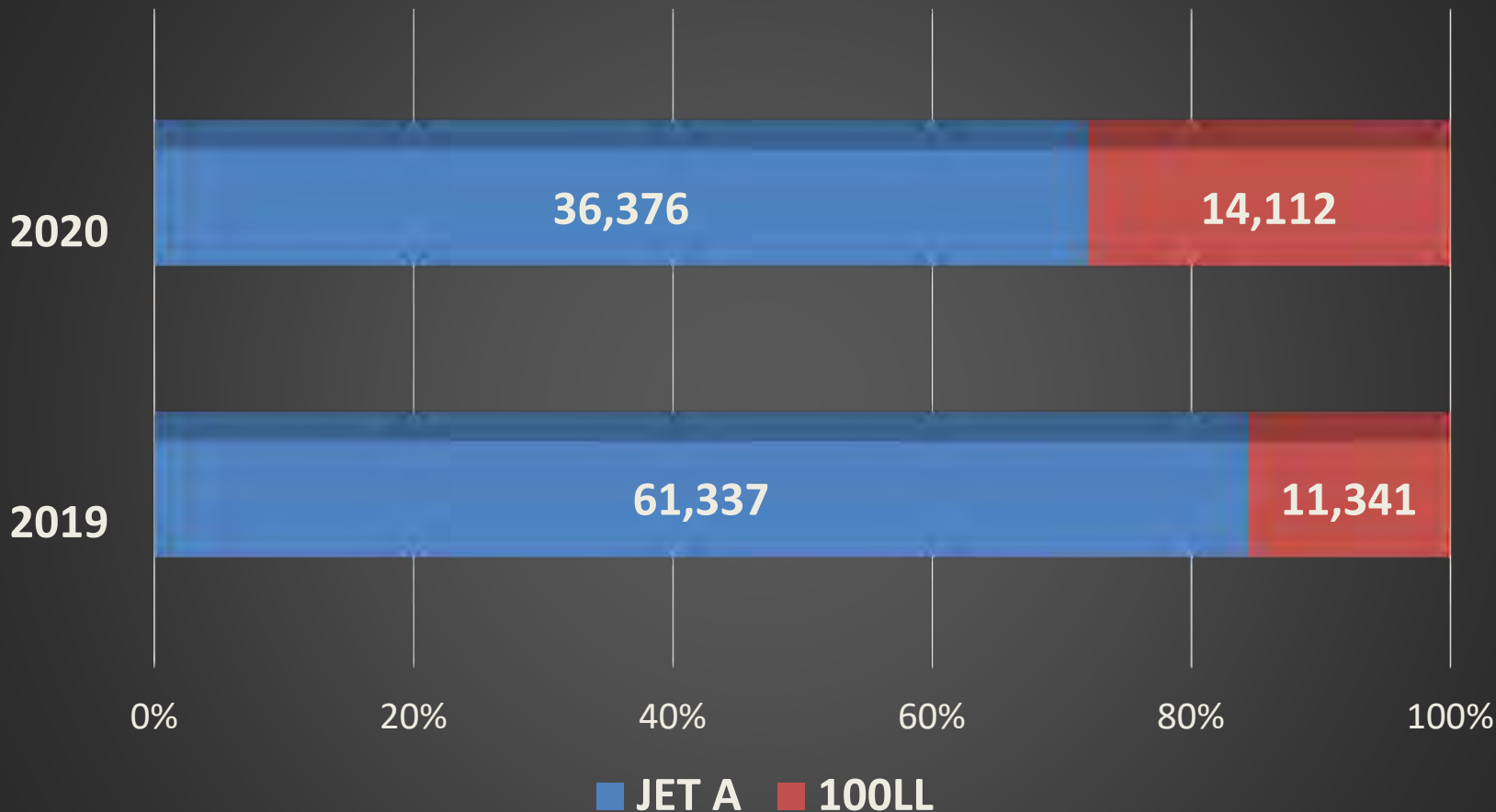


**2020 NON-FUEL
REVENUE: \$37,642**





Fuel Sale Comparison, By Gallons



2020 Jet A Fuel Sales: 72% of all airport fuel sales

2019 Jet A Fuel Sales: 85% of all airport fuel sales

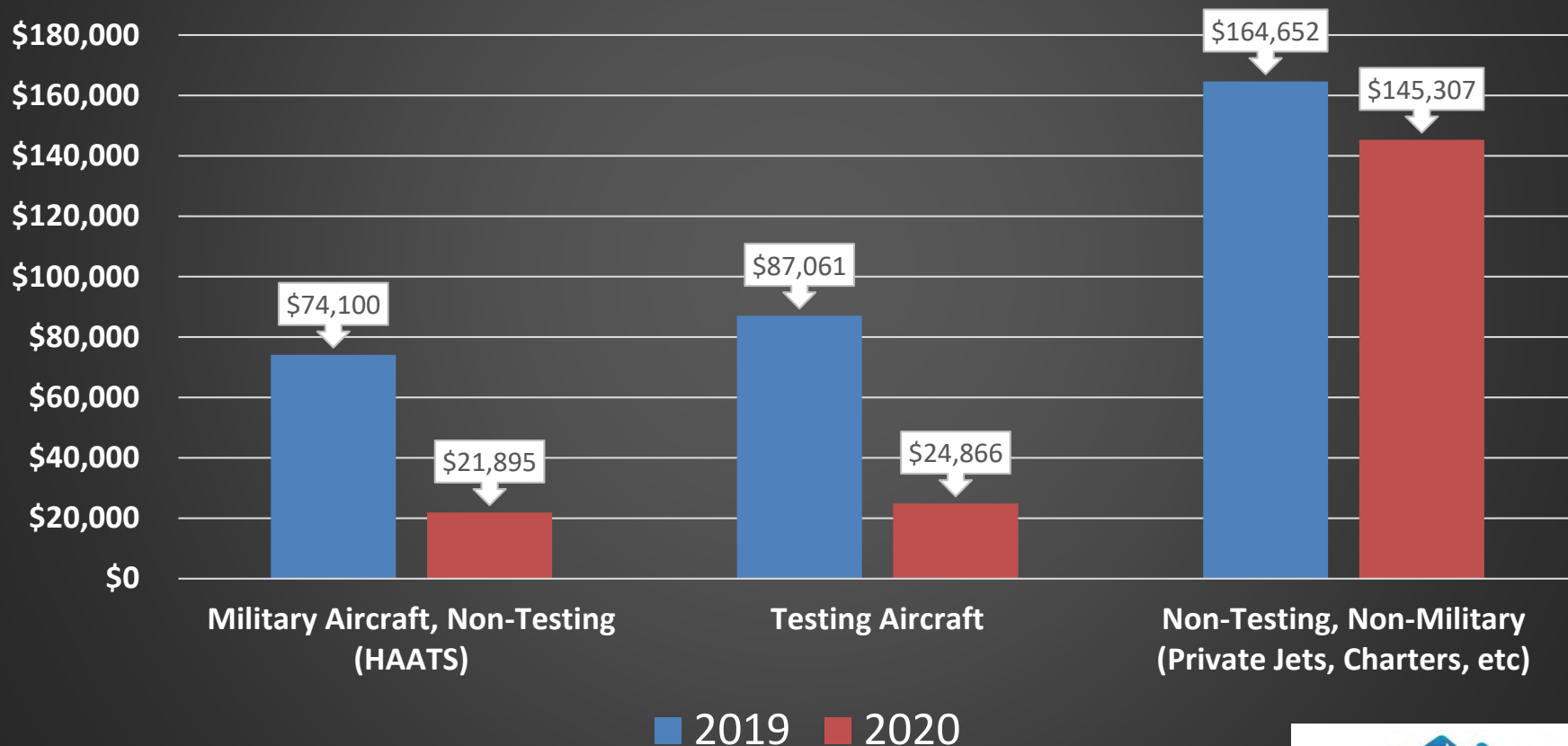




Fuel Sales, Jet A

2020 TOTAL: \$192,068

2019 TOTAL: \$325,813





TOTAL AIRPORT REVENUE:
2019: \$628,616 | 2020: \$339,638

ANNUAL TESTING REVENUE	2019	2020
Executive Hangar Rent	\$135,425	\$25,600
Ground Lease	\$24,412	\$4,200
Office & Room Rentals	\$35,097	\$10,740
Tie Down & Helo Tether	\$630	\$210
Towing & GPU	\$0	\$700
Call Out Charges	\$4,000	\$1,955
10% 3rd Party Concierge Fee	\$1,779	\$555
10% ARFF Fee	\$2,538	\$1,627
Merchandise	\$0	\$835
Testing Fuel Sales, Jet A	\$87,061	\$24,865
TOTAL TESTING REVENUE	\$290,945	\$71,289

TESTING TEAMS INCLUDE: Boeing AH-64, Army MD 500, Agusta 139 and ATEC AH-64

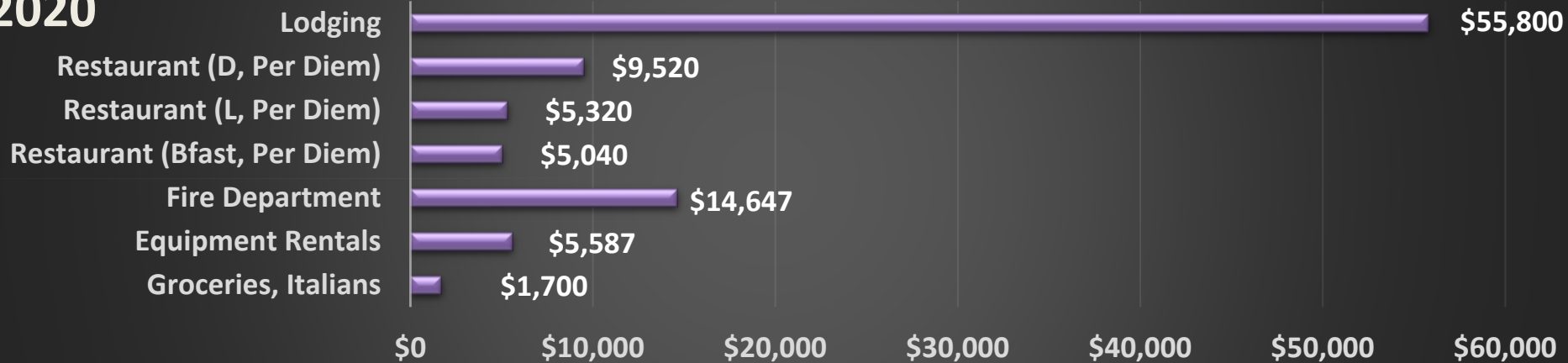


Estimated Economic Impact for Town of BV – *Airport Testing Teams*

2020 TOTAL: \$97,614

2019 TOTAL: \$ 396,977

2020



2019





Estimated Economic Impact for Town of BV – *Airport Visitors*

2020 TOTAL: \$262,708

2019 TOTAL: \$ 171,152

2020



2019

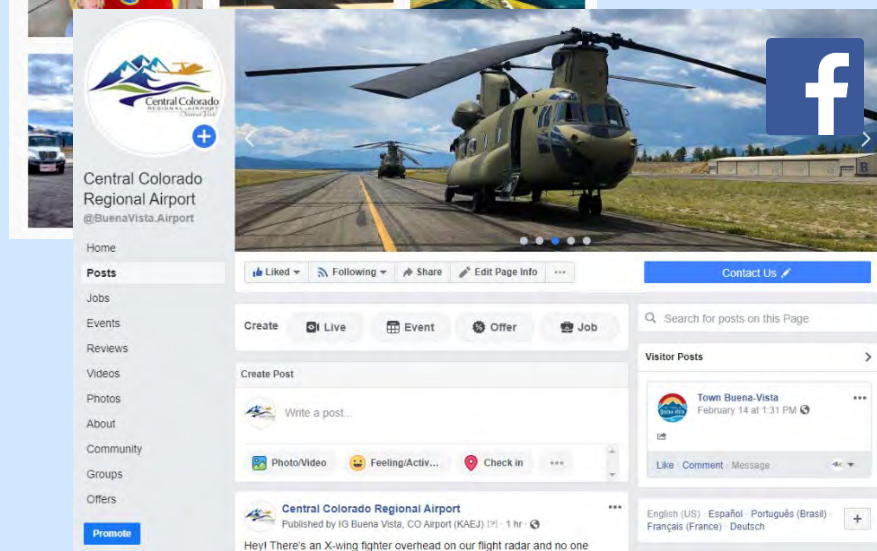




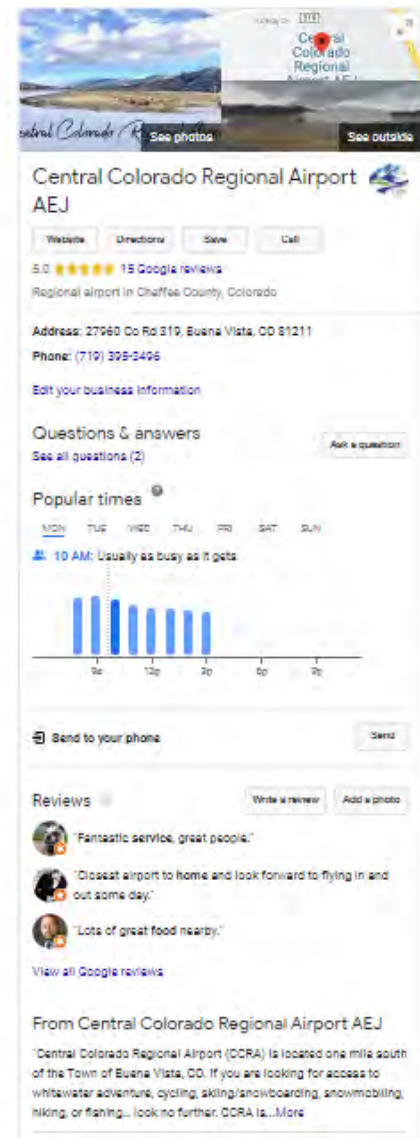
Airport Marketing



Social Media



Online Presence & Digital Ads





Questions