Spanish Peaks Airfield- Airport Master Plan

Recommended Development Meeting
October 16th, 2023
Walsenburg, Colorado

Meeting Agenda

- Airport Master Plan Overview
- Project Status
- Recommended Development Overview
- Options for Development
- Next Steps

What is an Airport Master Plan?

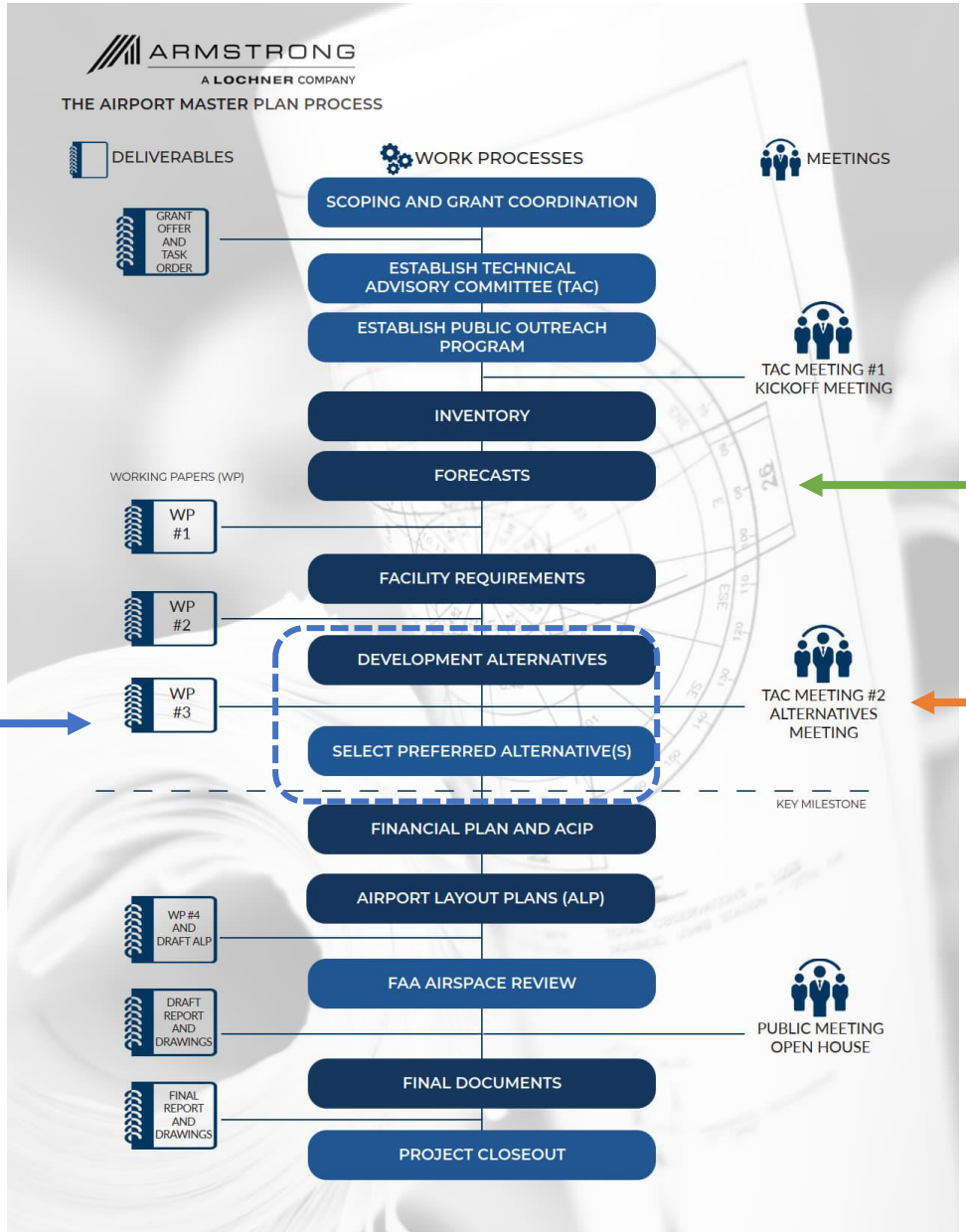
20 Year Plan of Development

- Forecasts expected demand (Short, Intermediate and Long-Term)
- Identification and Evaluation of Facility Assets

Airport Layout Plan (ALP)

- Approved by the County and the Federal Aviation Administration
- Consolidated plan of development
- Funding tool

Airport Master Planning Process



FAA Approved Forecast

Next Steps: Release Recommended Development Chapter

Current Project Status

Existing and Future Design Aircraft

RWY 9/27:
FAA approved King Air 200

RWY 2/20:
FAA approved Cessna 182

RDC & ARC

Existing/Future Runway 9/27 Design Code: B-II-5000

A-I*	Primarily single-engine piston aircraft, some light multi-engine aircraft	 Cessna 172	 Diamond DA40
B-I*	Primarily light multi-engine piston aircraft, some very light jets	 Cessna 402C	 Cessna Citation Mustang
Existing/Future			
B-II*	Light turboprops, small commuter airliners, and mid-sized corporate jets	 Beechcraft 1900	 Cessna Citation CJ3
C/D-I	Primarily small and fast corporate jets	 Learjet 45	 Learjet 60
C/D-II	Large corporate jets and small regional jets (≥ 50 seats)	 Bombardier CRJ-200	 Gulfstream IV
C/D-III	Large regional airliner jets and small commercial airliners (approx. 76-200 seats)	 Bombardier CRJ-900	 Boeing 737
C/D-IV	Medium to large commercial airliners (approx. 200-350 seats)	 Airbus A330	 Boeing 767

Existing RW 9/27 Dimensions:

Runway Length: 4,715’

Runway Width: 75’

B = Aircraft Approach Category

Greater than or equal to 91 knots but less than 121 knots

II = Aircraft Design Group

Wingspan: 49’ - 78’

Tail height: 20’ - 29’

5000 = Visibility Minimums

1-Mile

Future RW 9/27 Dimensions:

Runway Length: 7,400’

Runway Width: 75’

B = Aircraft Approach Category

Greater than or equal to 91 knots but less than 121 knots

II = Aircraft Design Group

Wingspan: 49’ - 78’

Tail height: 20’ - 29’

5000 = Visibility Minimums

1-Mile

RDC & ARC

Existing/Future Runway 2/20 Design Code: A-I(Small)-VIS

Existing/Future

A-I*	Primarily single-engine piston aircraft, some light multi-engine aircraft	 Cessna 172	 Diamond DA40
B-I*	Primarily light multi-engine piston aircraft, some very light jets	 Cessna 402C	 Cessna Citation Mustang
B-II*	Light turboprops, small commuter airliners, and mid-sized corporate jets	 Beechcraft 1900	 Cessna Citation CJ3
C/D-I	Primarily small and fast corporate jets	 Learjet 45	 Learjet 60
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C/D-IV	Medium to large commercial airliners (approx. 200-350 seats)	 Airbus A330	 Boeing 767

Existing RW 2/20 Dimensions:

Runway Length: 2,238'

Runway Width: 40'

Future RW 2/20 Dimensions:

Runway Length: 4,000'

Runway Width: 60'

A = Aircraft Approach Category

Less than 91 knots

B = Aircraft Approach Category

Greater than or equal to 91 knots but less than 121 knots

I = Aircraft Design Group

Wingspan: Less than 49'

Tail height: Less than 20'

II = Aircraft Design Group

Wingspan: 49' - 78'

Tail height: 20' - 29'

VIS = Visibility Minimums

Visual

VIS = Visibility Minimums

Visual

Upgrading the RDC to B-II on Runway 2/20 was recommended in Facility Requirements and considered, however it was eliminated due to surrounding constraints

Existing and Forecasted Runway 9/27 Design Standards

	Existing Runway 9/27	Future Runway 9/27
Runway Design Code (RDC)	B-II-5000	B-II-5000
Runway Width	75’	75’
RW Safety Area (RSA) Width	150’	150’
RSA Length Beyond RW End	300’	300’
RW Obstacle Free Zone (ROFZ) Width	250’	250’
ROFZ Length Beyond RW End	200’	200’
RW Object Free Area (ROFA) Width	500’	500’
ROFA Length Beyond RW End	300’	300’
Runway Protection Zone (RPZ)	500’ x 700’ x 1,000’	500’ x 700’ x 1,000’
Runway Taxiway Separation	300’	300’

Existing and Forecasted Runway 2/20 Design Standards

	Existing Runway 2/20	Future Runway 2/20
Runway Design Code (RDC)	A-I(Small)-VIS	A-I(Small)-VIS
Runway Width	60’ (40’ Actual)	60’
RW Safety Area (RSA) Width	120’	120’
RSA Length Beyond RW End	240’	240’
RW Obstacle Free Zone (ROFZ) Width	120’	120’
ROFZ Length Beyond RW End	200’	200’
RW Object Free Area (ROFA) Width	250’	250’
ROFA Length Beyond RW End	240’	240’
Runway Protection Zone (RPZ)	250’ x 450’ x 1,000’	250’ x 450’ x 1,000’
Runway Taxiway Separation	N/A	150’

Recommended Development

What Does It Do?

- Does:
  - Shows updated airfield configuration to meet current FAA design standards
  - Provides efficient airfield layout
  - Avoids or minimize impacts to surrounding land uses
  - Protects for recommended airside/landside improvements

- Does Not:
  - Require development to occur
  - Provide environmental clearance for proposed development

Recommended Development is not absolute and is flexible to accommodate actual demand

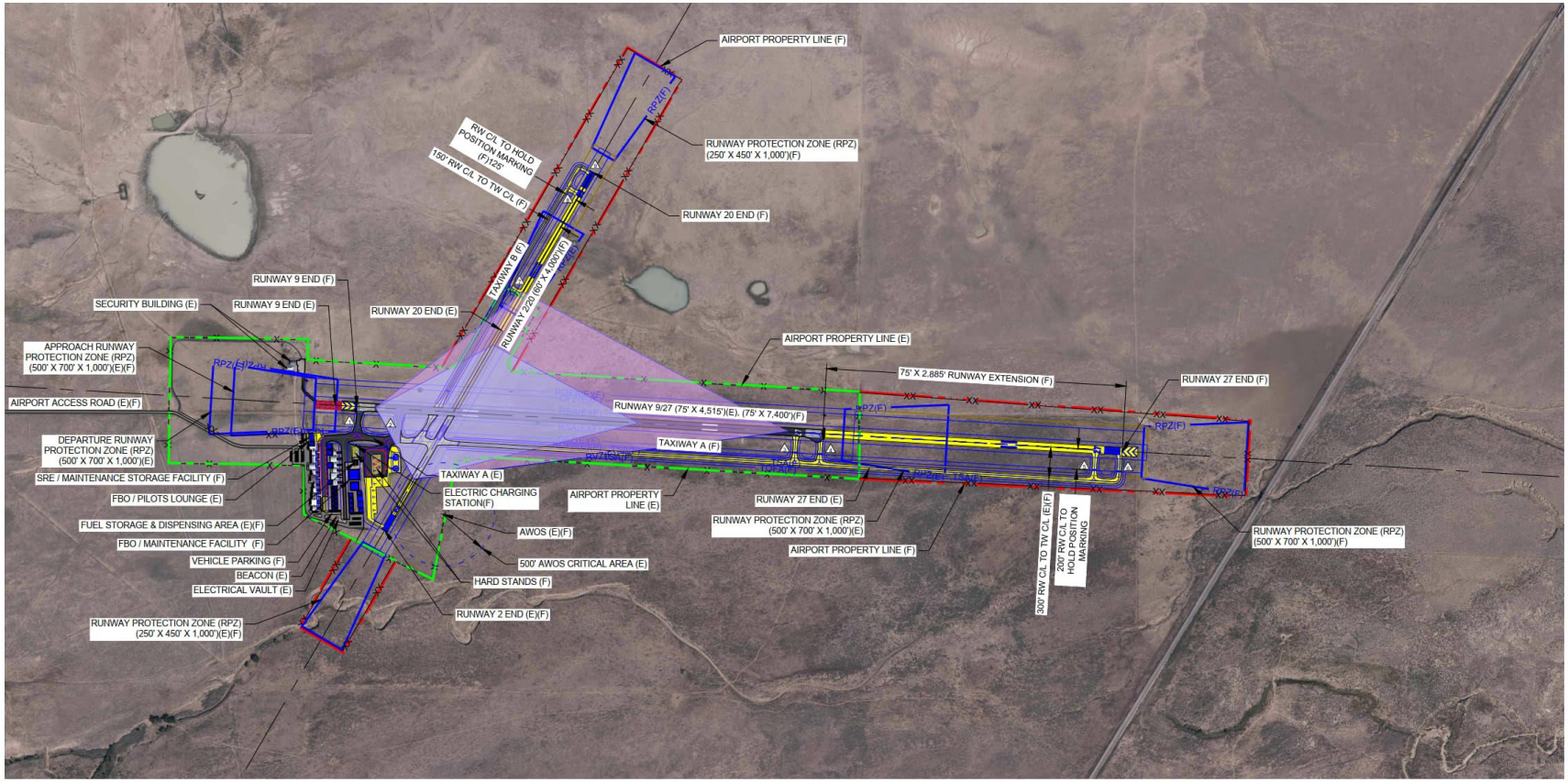
Airside Development Overview

Protecting for Airside Development Items:

- Maintain Runway 9/27 RDC B-II-5000 (King Air 200 design aircraft)
- Maintain Runway 2/20 RDC A-I(Small) (Cessna 182 design aircraft)
- Protect for full length parallel taxiway for Runway 9/27
- Remove existing displaced threshold on the approach end of Runway 9
- Maintain instrument approach procedures
- Protect for extending Runway 9/27 to a future length of 7,400'
- Protect for extending Runway 2/20 to a future length of 4,000'
- Protect for widening Runway 2/20 to a future width of 60'
- Protect for lighting, paving and full-length parallel taxiway on Runway 2/20

Recommended Development is not absolute and is flexible to accommodate actual demand

Airside Option 1



RECOMMENDED AIRSIDE DEVELOPMENT

△ TAXIWAY TABLE		
NO.	NAME	WIDTH
1	B (E) A1 (F)	35'
2	C (E) A2 (F)	35'
3	A3 (F)	35'
4	A4 (E)	35'
5	A5 (F)	35'
6	A6 (F)	35'
7	B3 (F)	25'
8	B2 (F)	25'
9	B1 (F)	25'

LEGEND

- GRAVEL / TURF / DIRT
- CONCRETE
- FUTURE AIRFIELD DEVELOPMENT
- FUTURE STRUCTURE/FACILITIES (BUILDING)
- EXISTING AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE
- RVZ(E) — RUNWAY VISIBILITY ZONE (RVZ)(E)
- RVZ(F) — RUNWAY VISIBILITY ZONE (RVZ)(F)
- ACCESS ROAD & AUTOMOBILE PARKING (F)
- REMOVAL (F)
- HELICOPTER PARKING (F)

0 500 1000
SCALE IN FEET

SPANISH PEAKS AIRFIELD
WALSENBURG, COLORADO
RECOMMENDED AIRSIDE DEVELOPMENT
ARMSTRONG
A LOCHNER COMPANY

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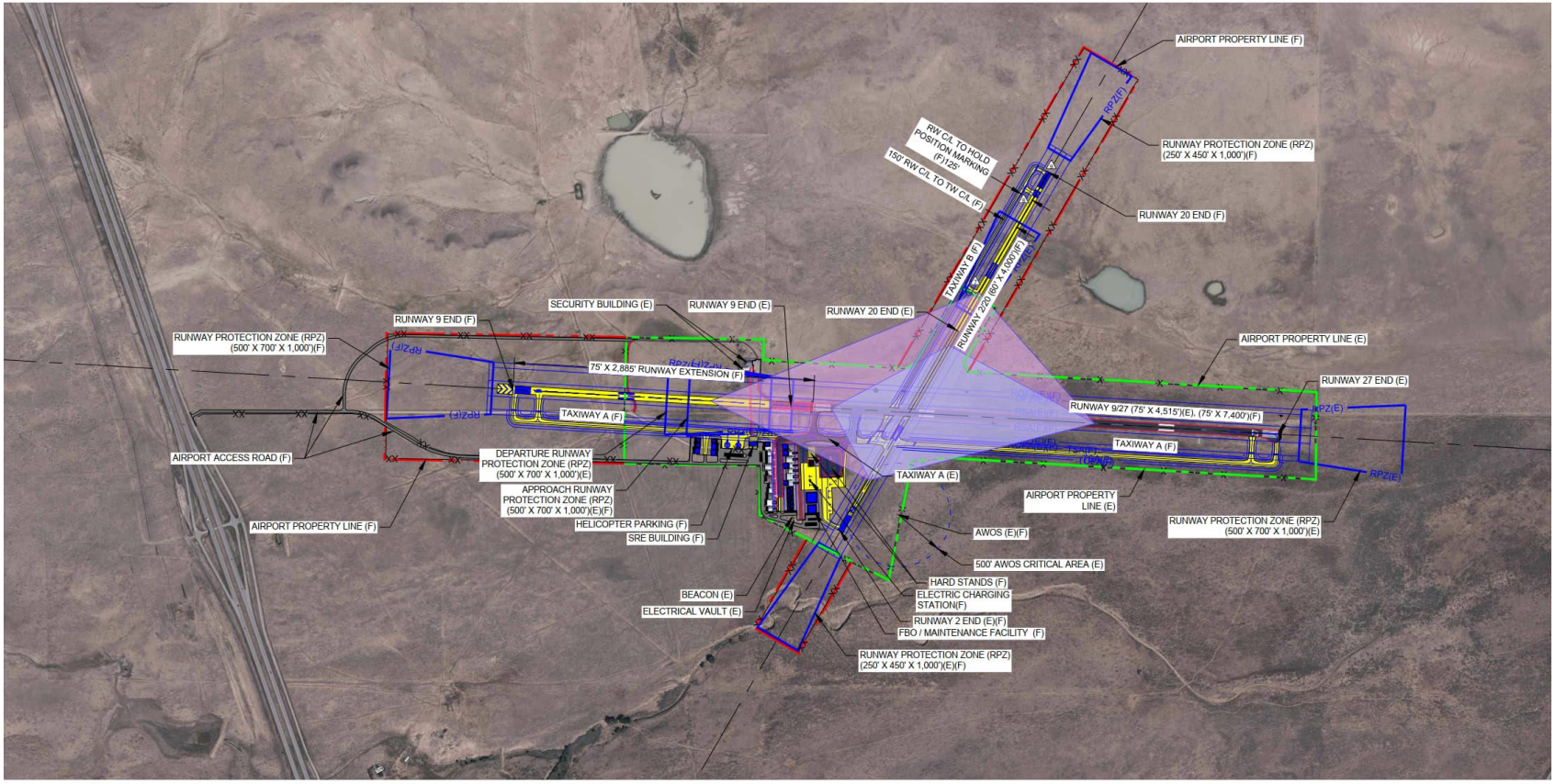
Airside Option 2



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SCALE IN FEET: 0, 500, 1000

SPANISH PEAKS AIRFIELD
WALSENBURG, COLORADO
RECOMMENDED AIRSIDE DEVELOPMENT

ARMSTRONG
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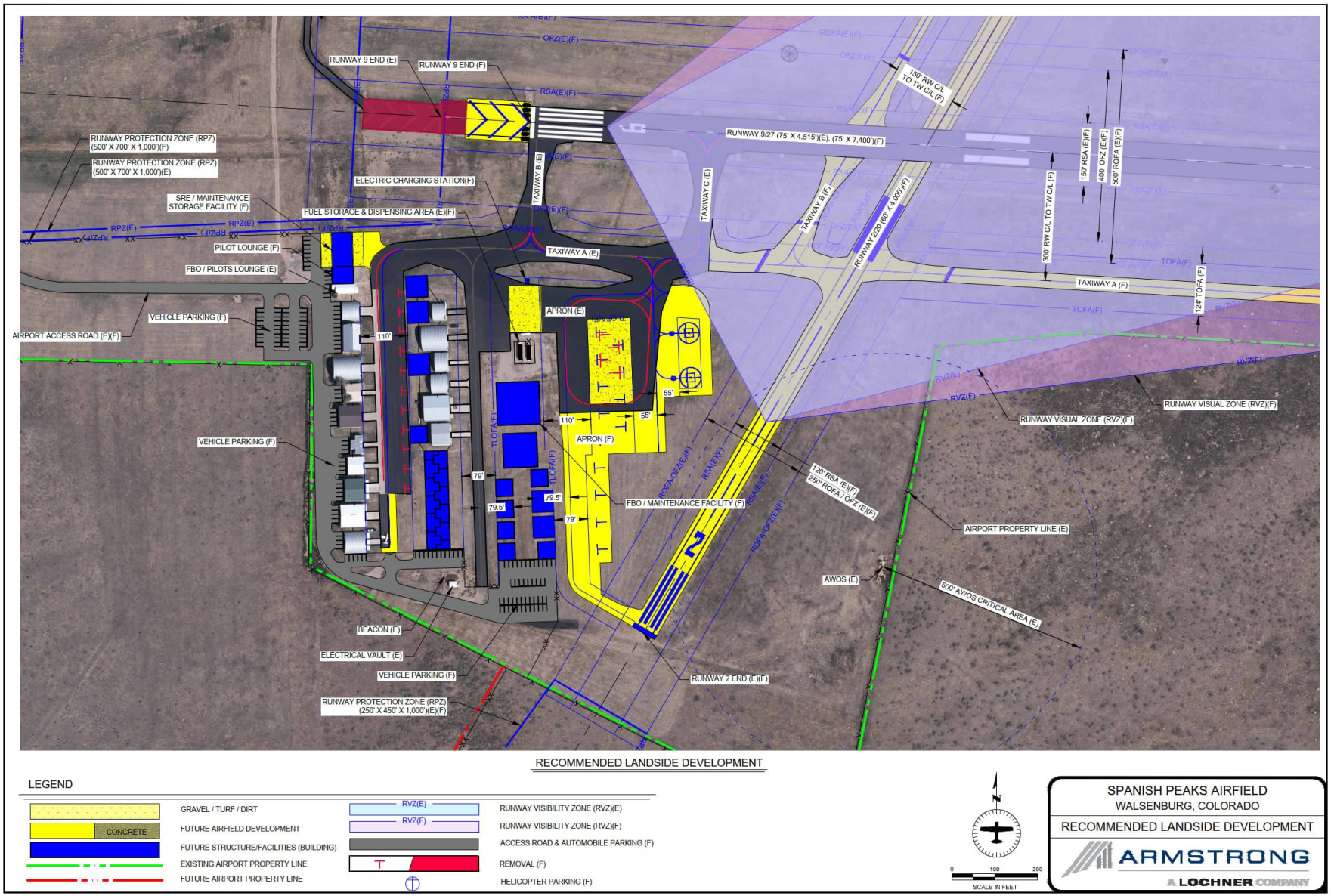
Landside Development Overview

Protecting for Landside Development Items:

- Protect for future FBO facilities
- Protect for additional hangar development
- Protect for future electric aircraft charging station
- Protect for concrete hardstands and apron
- Protect for additional apron aircraft tiedowns
- Protect for helicopter parking pads
- Protect for dedicated snow removal equipment and storage facility
- Pave vehicle parking and access road

Recommended Development is not absolute and is flexible to accommodate actual demand

Landside Development Option 1



RECOMMENDED LANDSIDE DEVELOPMENT

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- REMOVAL (F)
- HELICOPTER PARKING (F)

N

0 100 200
SCALE IN FEET

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RECOMMENDED LANDSIDE DEVELOPMENT

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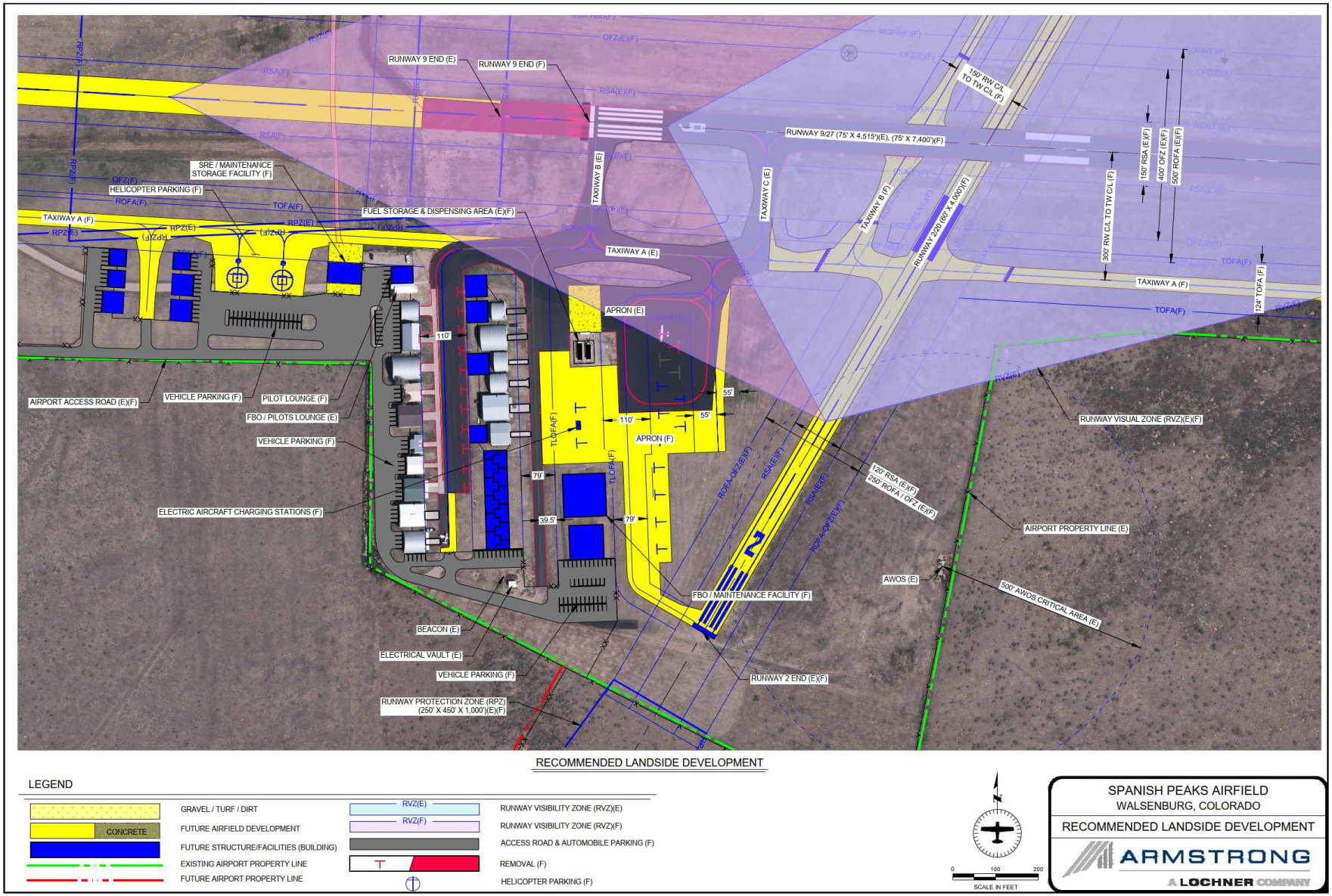
Landside Development Option 2



RECOMMENDED LANDSIDE DEVELOPMENT

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N

0 100 200
SCALE IN FEET

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RECOMMENDED LANDSIDE DEVELOPMENT

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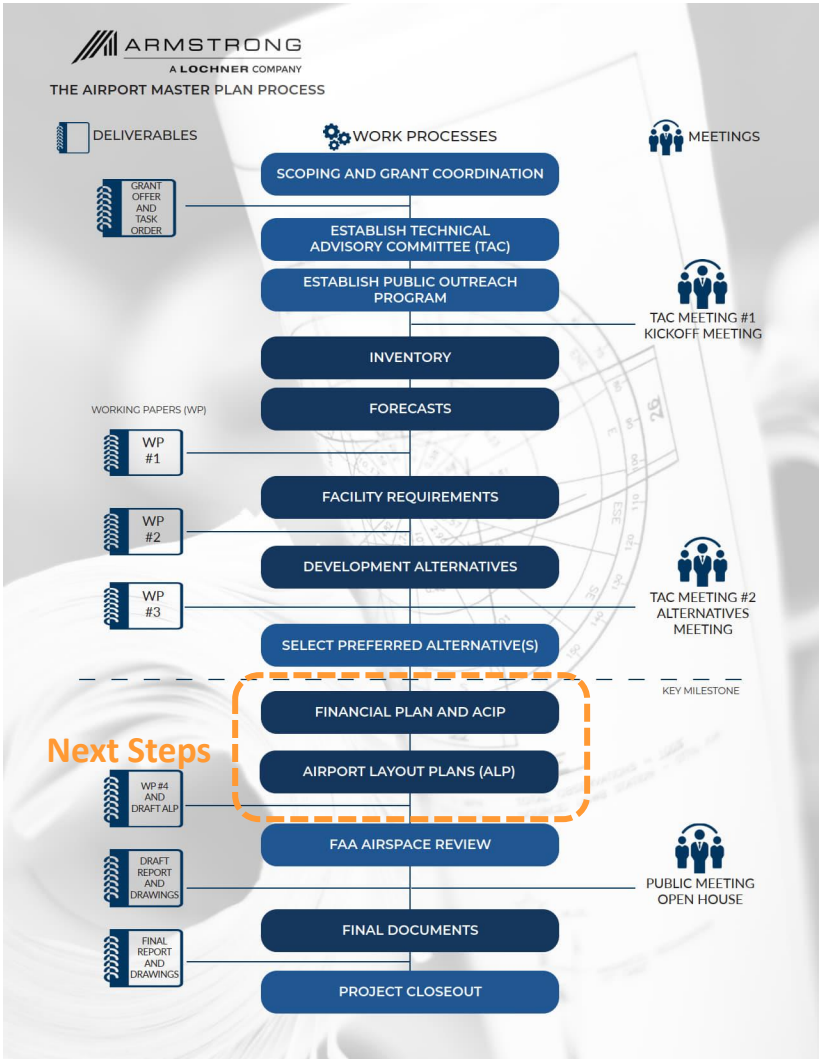
Next Steps

- Produce Draft Airport Layout Plan Report:
  - Financial Plan
  - Airport Layout Plans
- Distribute Draft Report for Review:
  - TAC/State/FAA Reviews
  - Conduct Open House
- Distribute Final Report



Thank You!

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