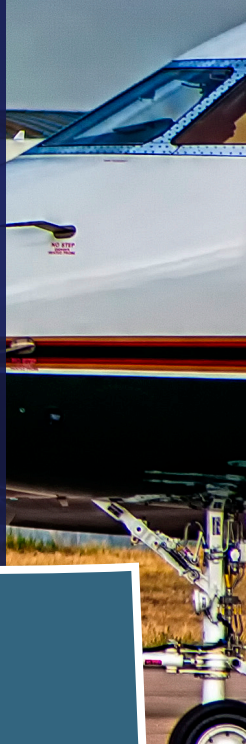


CENTRAL COLORADO REGIONAL

Central Colorado Regional Airport (AEJ) is a public-use general aviation airport in Chaffee County, located approximately two miles south of Buena Vista. The airport is owned and operated by the Town of Buena Vista. AEJ has a single asphalt runway (15/33) that is 8,300 feet long by 75 feet wide and is equipped with a non-precision instrument approach. AEJ benefits from excellent infrastructure, including a modern terminal with a flight center and fixed-base operator (FBO) hangar, allowing the airport to serve large corporate aircraft visiting the Upper Arkansas Valley. AEJ is used regularly for high altitude aircraft testing by private companies and public agencies. Other activities at AEJ include aerial/wildland firefighting, medical evacuations, and sightseeing operations.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.








Central Colorado Regional Airport is one of 19 airports in Colorado classified as a GA-Local airport. GA-Local airports are classified as having on-site weather reporting and occasionally supporting IFR flight operations. GA-Local airports are the most common classification of airport and link smaller population centers to the national airport system. Airports in this role are primarily used by piston aircraft for personal and business purposes and frequently accommodate flight training, emergency medical services, and/or charter passenger services.



Frequent Airport Activities

 Recreational Visitors	 Corporate/Business Activities	 Flight Testing	 Search and Rescue	 Aerial Inspection
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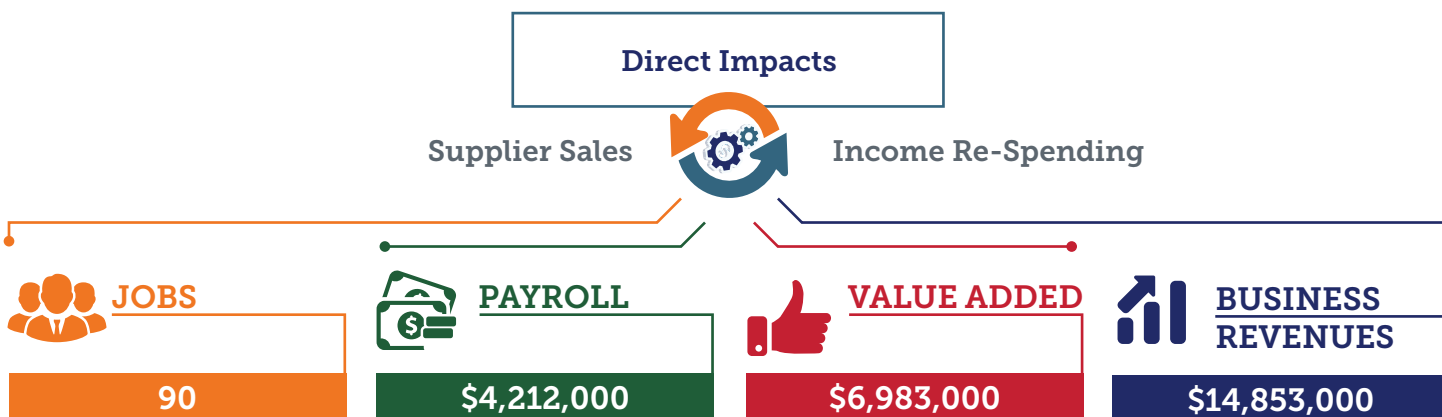
Central Colorado Regional Features

	Associated City/County	Buena Vista/Chaffee
	Associated OEDIT Region	13 - Upper Arkansas Region
	FAA GA ASSET Classification	Basic
	Annual Operations (2018)	10,000
	Number of Based Aircraft (2018)	2
	Runway(s)	1
	Air Traffic Control Tower	No

AEJ

Economic Impacts of AEJ

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Central Colorado Regional is one of 56 general aviation airports contributing to the state’s aviation economic impacts. The components that comprise the total economic impacts for AEJ are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of AEJ and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport’s existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

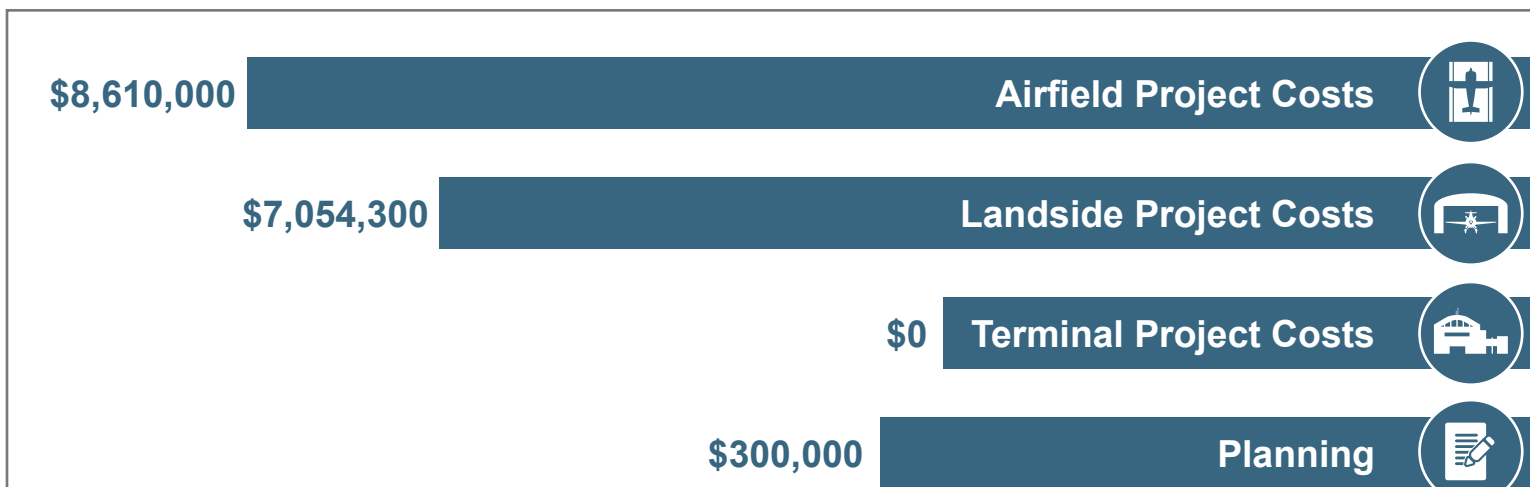
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport’s needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Central Colorado Regional to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

At an elevation of nearly 8,000 feet above sea level, AEJ is one of Colorado’s premier locations for high-altitude aircraft testing and training. Numerous companies and organizations travel to AEJ each summer to conduct intense testing and training of aircraft, engines, and flight crews. The Colorado Army National Guard High-Altitude Aviation Training Site (HAATS), based at Eagle County Regional Airport (EGE), also uses AEJ for training helicopter flight crews.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Central Colorado Regional. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

Objective Category	GA-Local Objective	Current Condition	Meets 2020 Objective?
Airfield			
ARC	B-II	B-II	Yes
Runway Length	Accommodate 100% of small aircraft adjusted for elevation and mean maximum daily temp during hottest month	8,303 feet (9,400 feet)	No
Runway Width	75 feet	75 feet	Yes
Runway Strength	30,000 pounds	30,000 lbs SW; 30,000 lbs DW	Yes
Taxiway	Partial parallel	Full parallel	Yes
Runway Markings	Non-precision	Non-precision	Yes
Lighting/NAVAIDS			
Approach	Non-precision	Non-precision	Yes
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, VGSIs	No
Runway Lighting	MIRL	MIRL	Yes
Weather Reporting	On-site ASOS, AWOS, or Automated Unicom	AWOS-3	Yes
Airport Facilities			
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	Facility with restrooms, flight planning space, Wi-Fi, and rest area	Yes
Apron Tie-Downs	Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season	50% of based aircraft fleet plus 25% transient aircraft fleet: 3	Total tie-down spaces: 20 Yes
Hangars	Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage	50% of based aircraft fleet: 2	Number of based aircraft hangar spaces: 30 Yes
		25% of transient aircraft fleet: 1	Number of transient aircraft hangar spaces: 4
Dedicated Maintenance/SRE Storage Building	Yes	Yes	Yes
Electric Vehicle Charging Stations	Yes	No	No
Perimeter Security	AOA 3-wire fencing with appropriate signage	AOA 3-wire fencing with appropriate signage	Yes
Services/Other			
Jet A Fuel	24/7 (Self-Serve or Call Out)	Full service	Yes
AvGas Fuel	24/7 (Self-Serve or Call-Out)	Assisted Self-Service	Yes
Aircraft De-icing	Based on community need	None	Based on community need
Courtesy Car	Yes	Yes	Yes
Sustainability Plan	Based on community need	No	Based on community need
Minimums for All Airports			
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓	Wi-Fi Service ✓

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