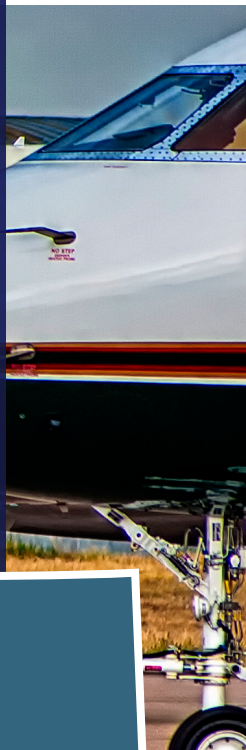


# CORTEZ MUNICIPAL

Cortez Municipal Airport (CEZ) is a commercial service airport in southwest Colorado, located approximately three miles southwest of the central business district of Cortez. The airport has a single asphalt runway (3/21) that is 7,205 feet long by 100 feet wide. The city is the gateway to Mesa Verde National Park and the Four Corners Monument and the airport is frequently used by visitors traveling to and from the parks. Cortez Municipal is used by the U.S. Forest Service and the Bureau of Land Management as a base for aerial/wildland firefighting aircraft. Additionally, the airport supports aerial inspection activities and emergency medical evacuations.



## 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.

Cortez Municipal Airport is one of 14 airports in Colorado classified as a Commercial Service airport. The airport has scheduled commercial air carrier service and provides access to large metropolitan areas around the country. These airports receive higher levels of activity from a wide variety of aircraft and airport users. Commercial Service airports often serve as gateways for interstate and international travelers and host many aviation- and non-aviation-related businesses that support the local community.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community










GA-Rural

## Frequent Airport Activities

 Recreational Visitors	 Corporate/Business Activities	 Aerial Inspections	 Search and Rescue	 Aerial/Wildland Firefighting
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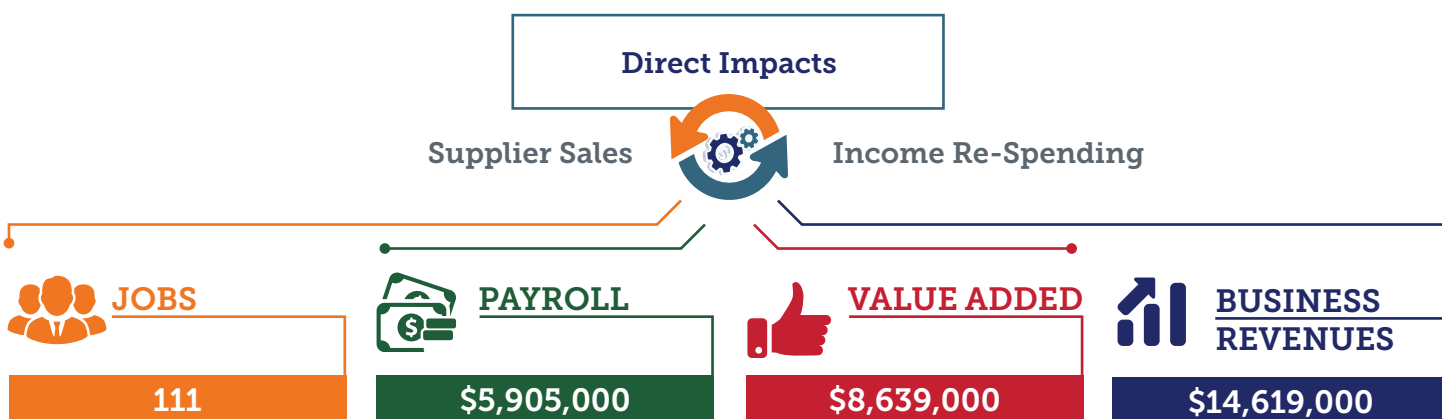
## Cortez Municipal Features

	Associated City/County	Cortez/Montezuma
	Associated OEDIT Region	9 - Southwest Region
	Annual Enplanements (2018)	7,720
	Annual Operations (2018)	9,834
	Number of Based Aircraft (2018)	31
	Runway(s)	1
	Air Traffic Control Tower	No

**CEZ**

## Economic Impacts of CEZ

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Cortez Municipal is one of 14 commercial service airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for CEZ are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of CEZ and all other Colorado airports.

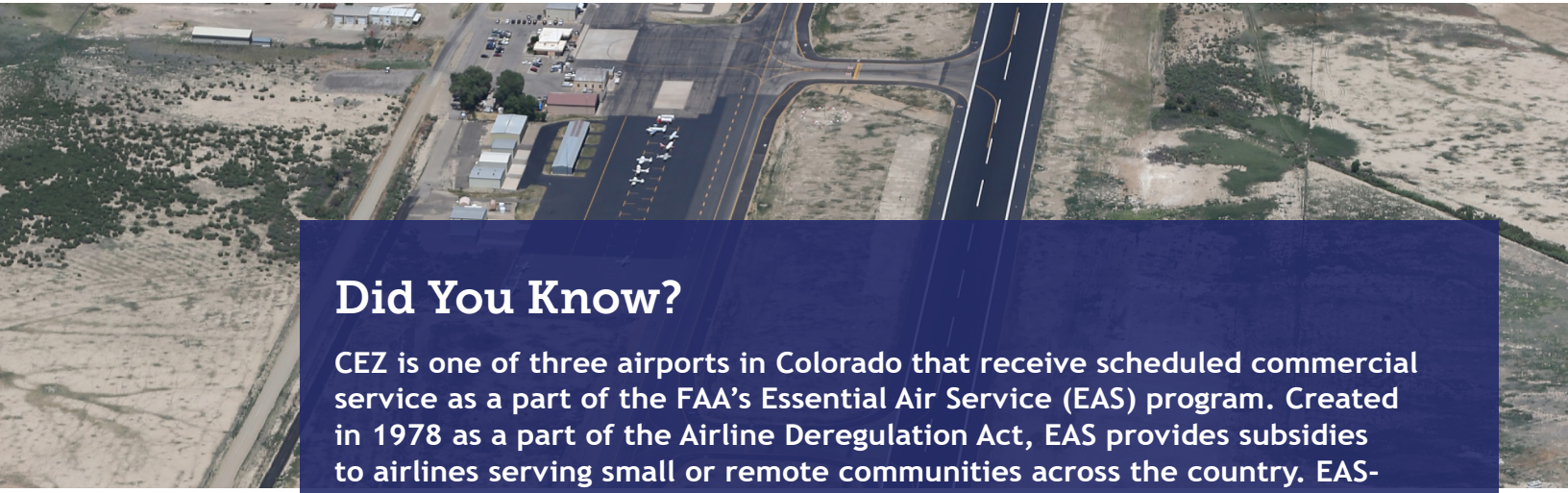




## Airport Needs and Recommendations

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.

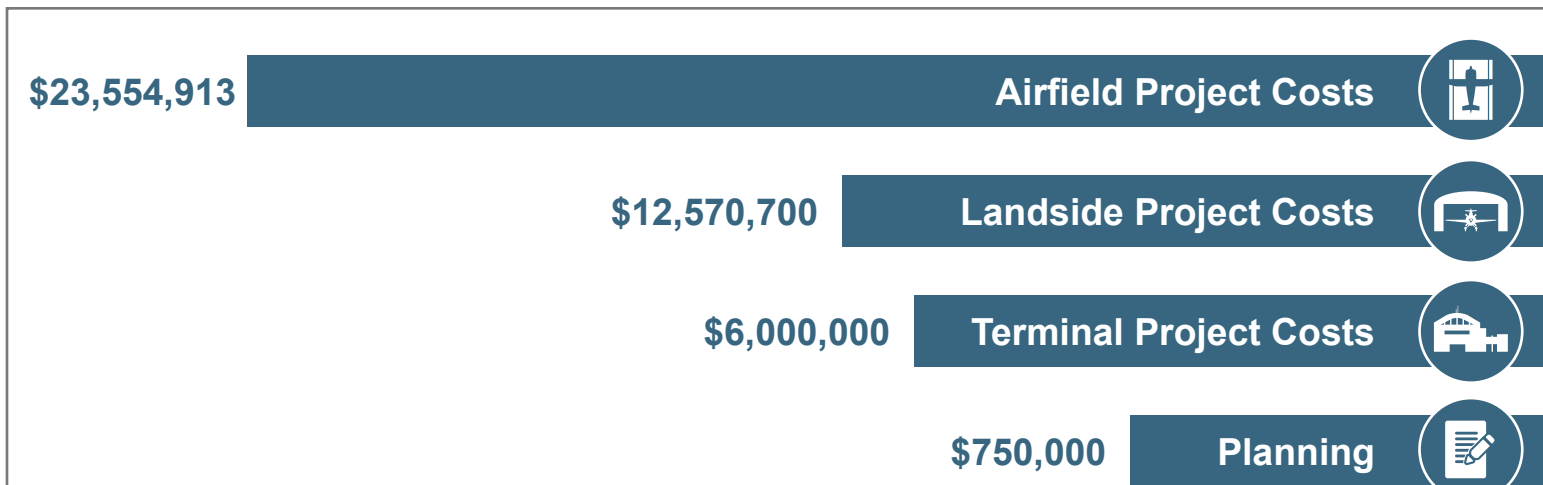
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations 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 Cortez Municipal 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?

CEZ is one of three airports in Colorado that receive scheduled commercial service as a part of the FAA’s Essential Air Service (EAS) program. Created in 1978 as a part of the Airline Deregulation Act, EAS provides subsidies to airlines serving small or remote communities across the country. EAS-sponsored service attracts visitors to the Four Corners region and directly contributes to Cortez’s economy.

## 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 Cortez Municipal. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

Objective Category	Commercial Service Objective	Current Condition				Meets 2020 Objective?
<b>Airfield</b>						
ARC	C-III/C-II	B-II				No
Runway Length	Align with Master Plan	7,205 feet (7,205 feet)				Yes
Runway Width	150 feet/100 feet	100 feet				Yes
Runway Strength	60,000 pounds	40,000 lbs SW; 56,000 lbs DW				No
Taxiway	Full parallel	Full parallel				Yes
Runway Markings	Precision	Non-precision				No
<b>Lighting/NAVAIDS</b>						
Approach	Precision	Non-precision				No
Visual Aids	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, REILs, VGSIs				No
Runway Lighting	HIRL or MIRL	MIRL				Yes
Weather Reporting	On-site ASOS or AWOS	ASOS				Yes
<b>Airport Facilities</b>						
Terminal (CS and/or GA)	Acceptable ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations	Minimum required terminal square footage:	15,000 sq ft	Terminal building square footage:	3,500 sq ft	No
Apron Tie-Downs	Tie-downs for 20% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	20% of based aircraft fleet plus 50% transient aircraft fleet:	7	Total tie-down spaces:	47	Yes
Hangars	Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage	80% of based aircraft fleet:	25	Number of based aircraft hangar spaces:	30	Yes
		50% of transient aircraft fleet:	0	Number of transient aircraft hangar spaces:	3	
Dedicated Maintenance/SRE Storage Building	Yes	Yes				Yes
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Full perimeter wildlife fencing				No
<b>Services/Other</b>						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	De-icing facilities including fluid collection	De-icing facilities without fluid collection				No
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	No				No
<b>Minimums for All Airports</b>						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓		Wi-Fi Service ✓		

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