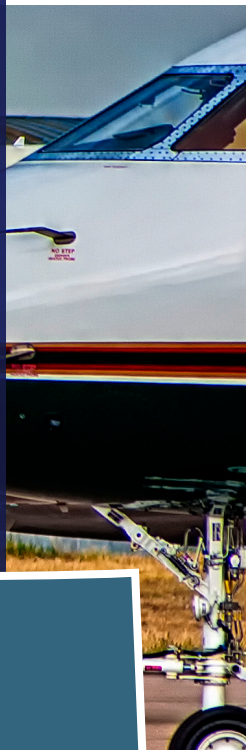


TELLURIDE REGIONAL

Telluride Regional Airport (TEX) is a commercial service airport in southwest Colorado located five miles west of Telluride. The airport is owned and operated by the Telluride Regional Airport Authority. TEX serves as the gateway to Telluride Ski Resort, Mountain Village, and some of the highest peaks in the San Juan Mountains. The airport has a single asphalt runway (9/27) that is 7,111 feet long by 100 feet wide and is equipped with a non-precision instrument approach. TEX is served by Denver Air Connection, which provides daily flights between Telluride and Denver. The airport is also used heavily by corporate jet aircraft bringing high-profile visitors to resorts and second homes in the area. Other activities at TEX include law enforcement activities, aerospace research, and flight testing.



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.

Telluride Regional 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



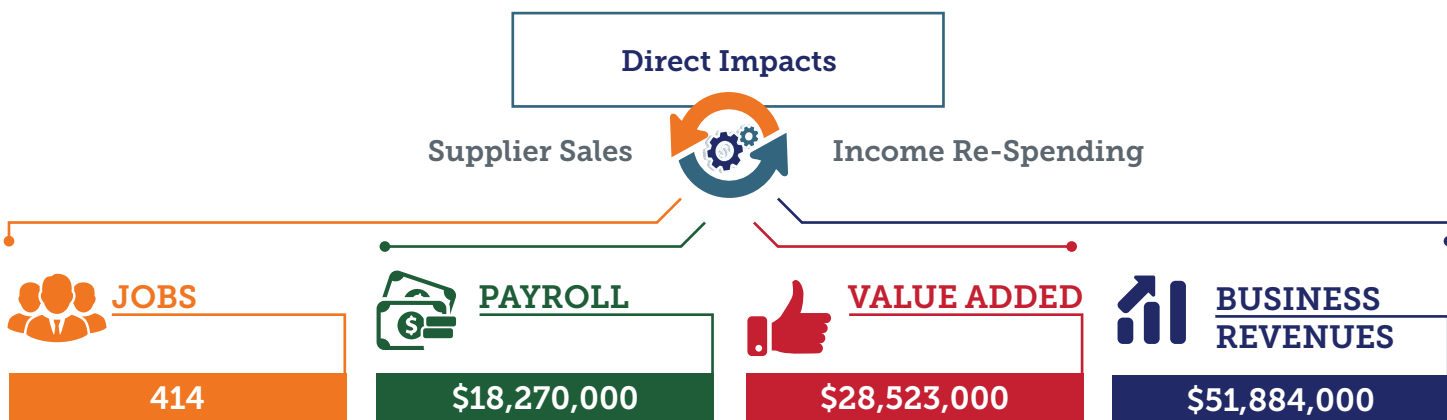
Telluride Regional Features

	Associated City/County	Telluride/San Miguel
	Associated OEDIT Region	10 - Central Western Slope Region
	Annual Enplanements (2018)	1,060
	Annual Operations (2018)	9,402
	Number of Based Aircraft (2018)	44
	Runway(s)	1
	Air Traffic Control Tower	No



Economic Impacts of TEX

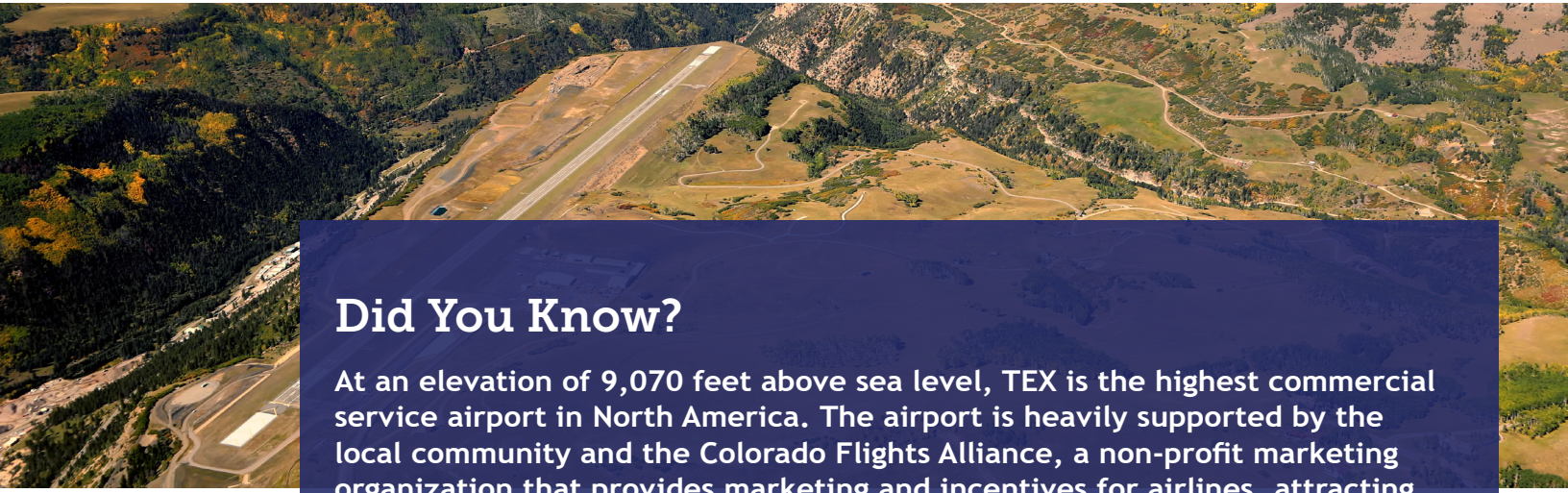
The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Telluride Regional is one of 14 commercial service airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for TEX are summarized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

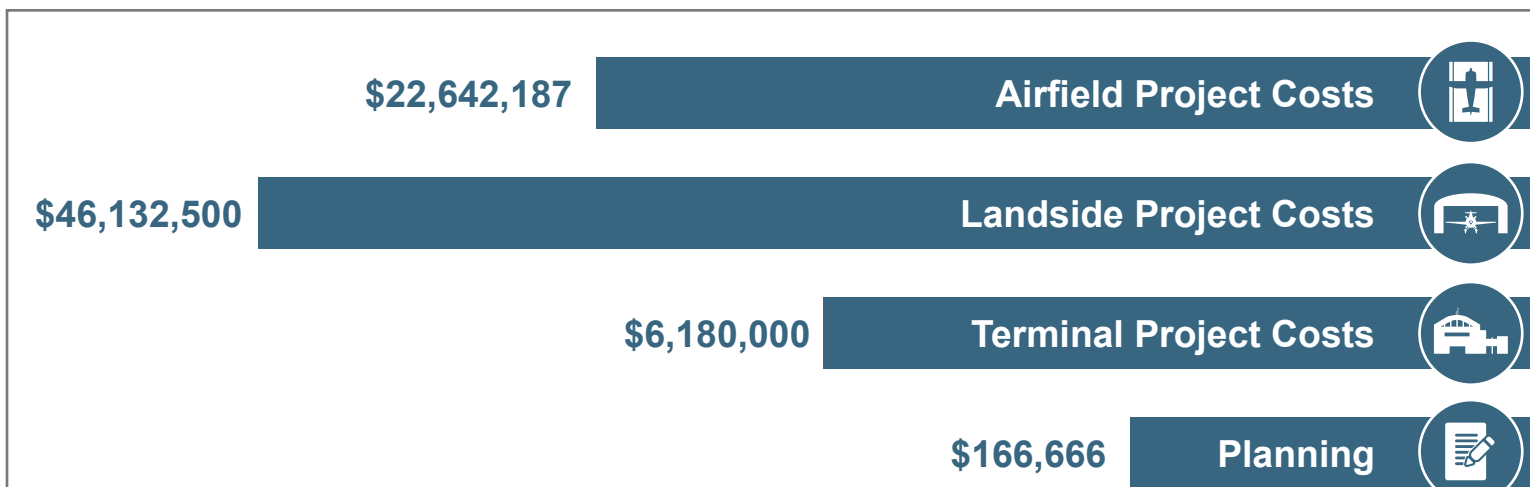
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations 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 Telluride 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 9,070 feet above sea level, TEX is the highest commercial service airport in North America. The airport is heavily supported by the local community and the Colorado Flights Alliance, a non-profit marketing organization that provides marketing and incentives for airlines, attracting thousands of summer and winter visitors to the region each year.

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 Telluride 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	Commercial Service Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	C-III/C-II	C-III				Yes
Runway Length	Align with Master Plan	7,111 feet (7,111 feet)				Yes
Runway Width*	150 feet/100 feet	100 feet				No
Runway Strength	60,000 pounds	45,000 lbs SW; 89,000 lbs DW				Yes
Taxiway	Full parallel	Partial parallel				No
Runway Markings	Precision	Non-precision				No
Lighting/NAVAIDS						
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	HIRL				Yes
Weather Reporting	On-site ASOS or AWOS	AWOS-3				Yes
Airport Facilities						
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:	20,000 sq ft	Yes
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:	122	Total tie-down spaces:	18	No
Hangars	Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage	80% of based aircraft fleet:	36	Number of based aircraft hangar spaces:	15	No
		50% of transient aircraft fleet:	113	Number of transient aircraft hangar spaces:	1	
Dedicated Maintenance/SRE Storage Building	Yes	No				No
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage				Yes
Services/Other						
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 including fluid collection				Yes
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	No				No
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓		Wi-Fi Service ✓		

*Note: runway meets widths for facility and service objective but does not meet widths per FAA guidance in FAA AC 150/5300-13A Airport Design