



EAGLE COUNTY
Regional Airport



EAGLE COUNTY REGIONAL AIRPORT MASTER PLAN

Appendix H





H. PROJECT ADVISORY COMMITTEE (PAC) MEETING PRESENTATIONS



1

Meeting Objectives

Today we will leave with:

- An understanding of the Airport Master Plan process and the value of airport planning
- An awareness of the key relationships and requirements in the airport industry including expectations of the Project Advisory Committee
- Knowledge of the work-to-date on the inventory and aviation demand forecasts
- Agreement on next steps

A decorative landscape illustration at the bottom of the slide, featuring stylized mountains, evergreen trees, and a small airplane flying in the sky.

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Why Do We Master Plan Airports?



- The Master Plan is a systematic approach to the Airport's overall maintenance, development, and operation over the next 20 years
- This planning effort is designed to identify and then plan for current and future airport activity in advance of the actual demand for new facilities
- It is important to ensure:
 - safe and orderly development of EGE
 - reflective of the community values and goals
 - a purposeful, inclusive, and educational process

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EGE Roots

- ✈ Louise Ellen Cooley purchased a plot of land in the 1920s for barnstorming demonstrations
- ✈ Established in 1939 with a 300-foot by 3,000-foot emergency landing strip to support airline service between Denver and Los Angeles
- ✈ Purchased by Eagle County in 1945 and dedicated as the Eagle County Airport on September 14, 1947
- ✈ Grown to a 9,000-foot runway supports three legacy carriers with routes serving Dallas and Denver year-round and 13 additional markets served during the winter season
- ✈ Today EGE serves as gateway to the Eagle Valley and its world-renowned ski resorts and acclaimed recreational opportunities



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Key Partners

Federal Aviation Administration (FAA)

Colorado Department of Transportation (CDOT), Aeronautics Division

Eagle County, Airport Sponsor

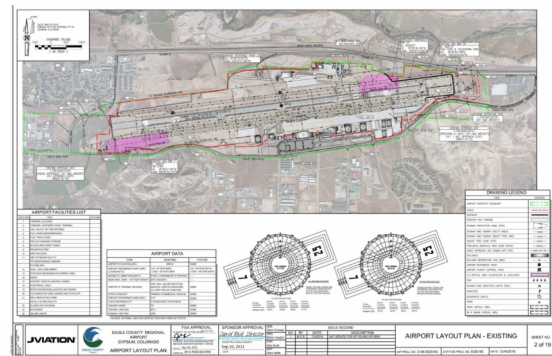
Project Advisory Committee (PAC)

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Roles

This is the Airport's Master Plan

- Airport Master Plan
 - Reviewed by FAA and CDOT
 - FAA does **not** approve the Master Plan
 - FAA approves only the forecast and the Airport Layout Plan (ALP)
 - FAA will conditionally endorse projects (following Master Plan and during annual CIP process) pending environmental approvals
- Airport Layout Plan (ALP)
 - Airport Sponsor must keep it current
 - Airport development must be consistent with the ALP



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Key Planning Considerations

Planning Is Not Prejudicial

- FAA/CDOT mandate against predetermined outcomes
- The plan must be based on current conditions, community input, and forecasts

Master Plan Inclusions

- Establish future facility needs
- Measure aviation demand
- Create the Airport Layout Plan set
- Identify funding opportunities and strategies
- Integrate relevant environmental considerations/opportunities
- Identify compliance issues/recommendations

Master Plan Exclusions

- Marketing strategies or management of the airport
- Formal business planning

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EGE Planning Considerations



Effectively engage all stakeholders and the public



Assess functionality of the terminal for current and future passenger demand



Plan surface transportation and vehicular parking to improve connectivity and convenience



Ensure responsible environmental stewardship and alignment with related County goals



Identify future capital improvements based on the analysis of existing and future demand



Identify emerging aviation and airport-related technologies and potential future integration



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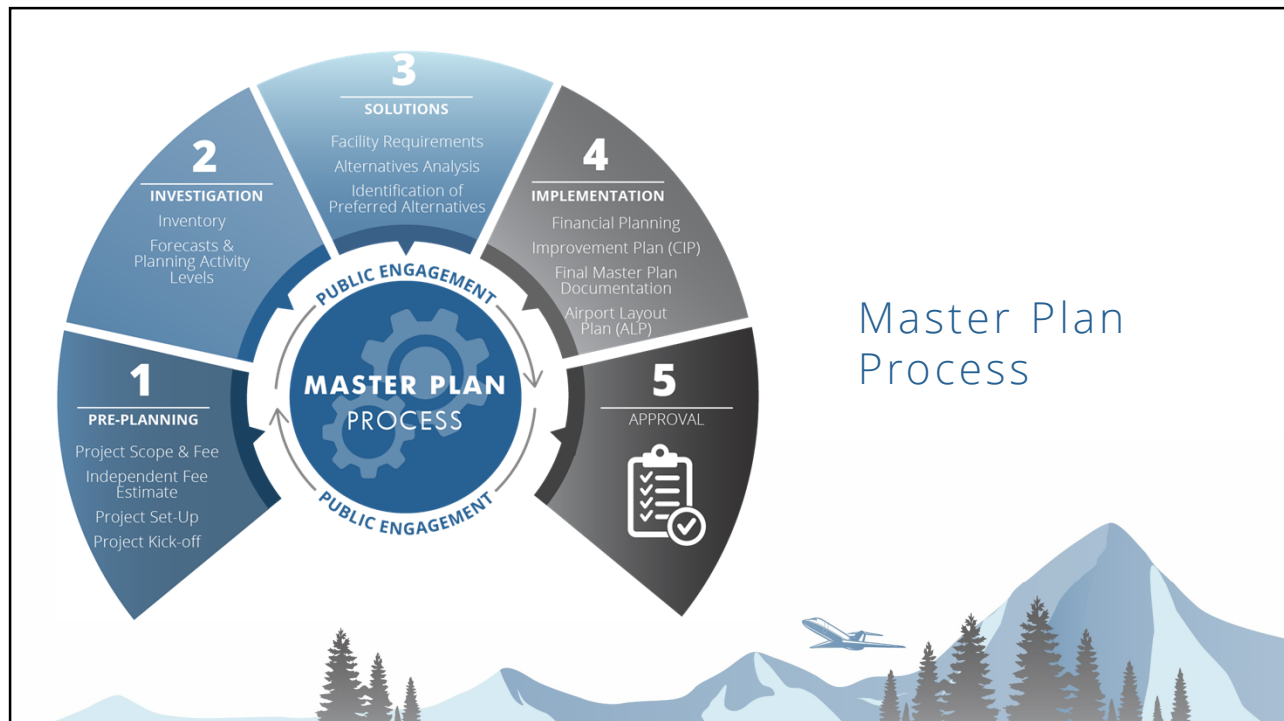
Project Advisory Committee Role and Responsibilities

The PAC functions best when it:

- Acts as a conduit for citizens, users & tenants to access accurate and timely information
- Provides focused feedback on key elements of the Master Plan working papers and findings
- Thinks critically through the key issues
- Shares varied perspectives on the future of the airport
- Serves in an advisory capacity to the Airport for the project



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Community Outreach

- Project Advisory Committee
- Stakeholder Meetings
- Community Meetings
- Focus Group Meetings
- Neighborhood Updates
- User, Tenant and Passenger Surveys
- Social Media Updates
- Media Releases
- Local Government Briefings
- FAA/CDOT collaboration
- Project website: www.egemasterplan.com



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EGE INVENTORY



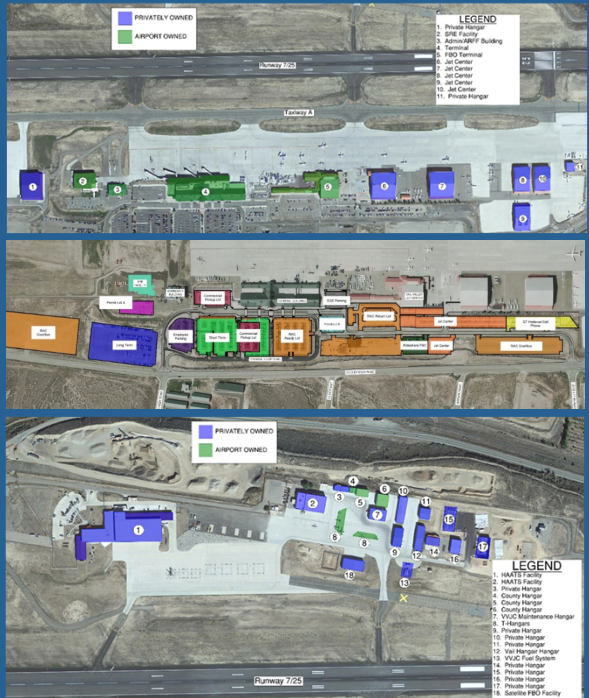
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Airside Inventory

SERVICES	PROVIDER
Commercial Passenger Air Service	American Airlines Delta Airlines United Airlines
Commercial Passenger Support Services	Eagle County Regional Airport
Fixed Based Operator Services	Vail Valley Jet Center
Flight Training	Alpine Flight Training Due West Aviation
Aircraft Storage (Based/Transient) – Tie Downs and Hangars	Eagle County Regional Airport Vail HangAir, LLC Vail Valley Jet Center

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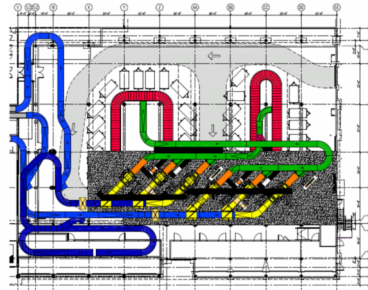
Landside Inventory

FACILITIES	
Commercial Terminal Building	Airport Rescue and Firefighting Building
General Aviation	Snow Removal Equipment Building
Hangars	Equipment and Related Storage
High Altitude Army National Guard Aviation Training Site	Support Facilities
Air Traffic Control Tower	Access Roadways and Automobile Parking

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Terminal Plan

- Original Terminal constructed in 1996; concourse expansion in 2019; other improvements throughout timeline
- 2022 enplanements were 221,081
- Seventy-five percent of EGE's passenger traffic occurs between December and March 2021
- Terminal Plan Analysis
 - Curbside Approach
 - Ticketing
 - Baggage Screening, Makeup and Claim
 - Rental Car Facilities and Airline Ticket Offices
 - TSA Security Checkpoint and Facilities
 - Holdroom and Gates
 - Circulation and Concessions
 - Mechanical Systems



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EGE AVIATION ACTIVITY FORECAST



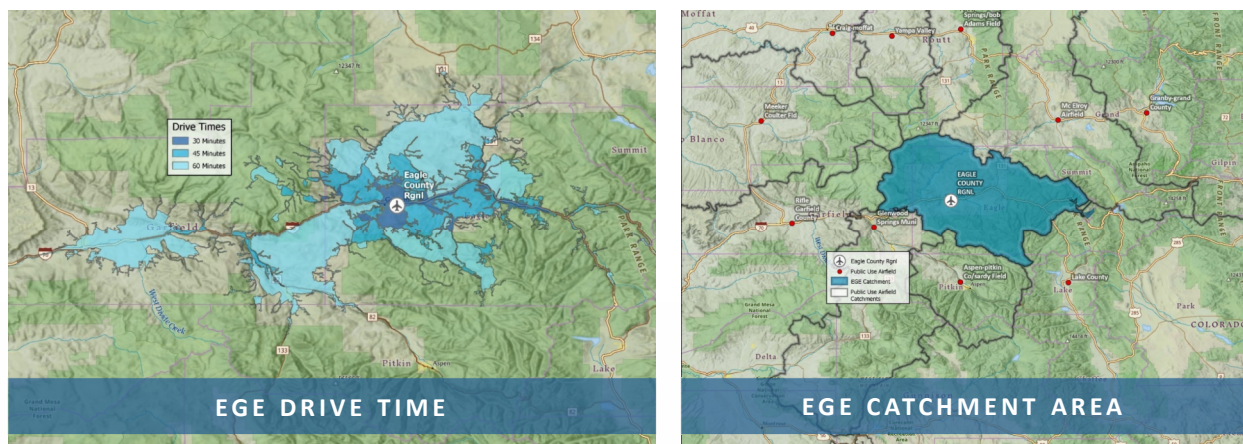
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Forecasting Elements



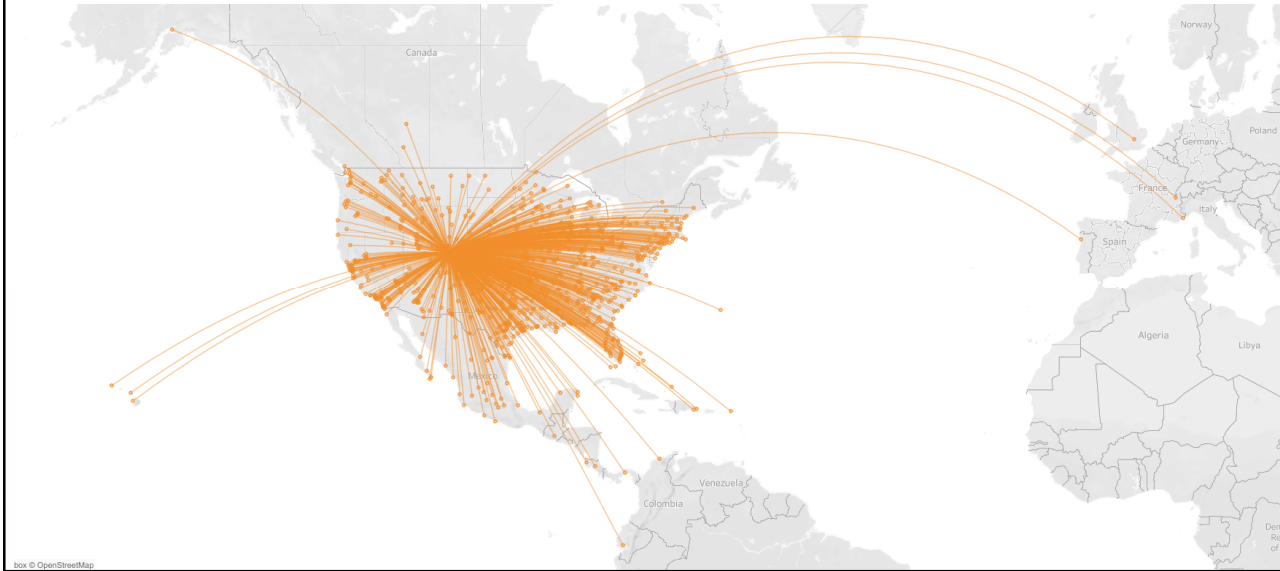
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EGE Market Area



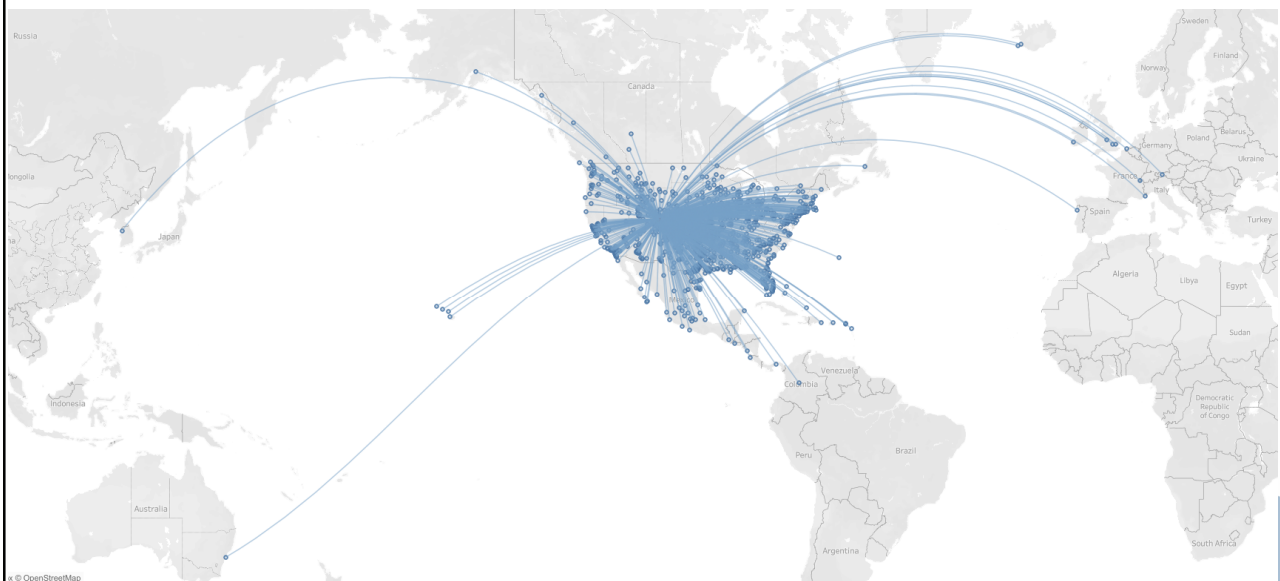
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EGE Originating – 2021 General Aviation Flights

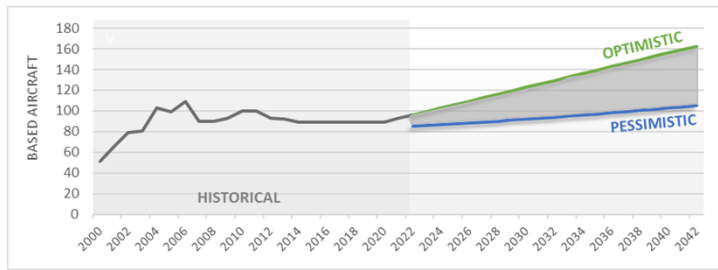


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EGE Destination – 2021 General Aviation Flights



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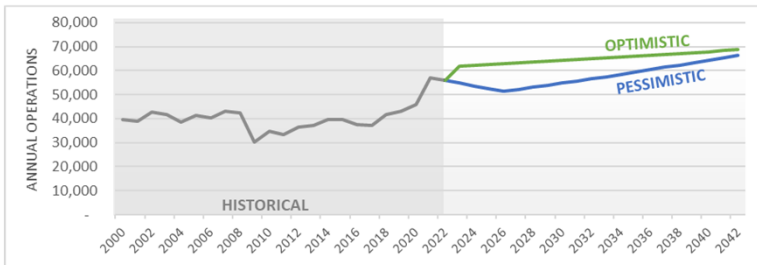


EGE OPTIMISTIC BASED AIRCRAFT FORECAST

	Single-Engine	Multi-Engine	Jet	Rotorcraft	Total
2022 Baseline	54	2	25	15	96
2027 (+5 years)	64	3	29	17	113
2032 (+10 years)	73	3	33	20	129
2037 (+15 years)	82	3	38	22	146
2042 (+20 years)	91	4	42	25	162
2022 – 2042 AAGR					2.7%

EGE Based Aircraft Forecast

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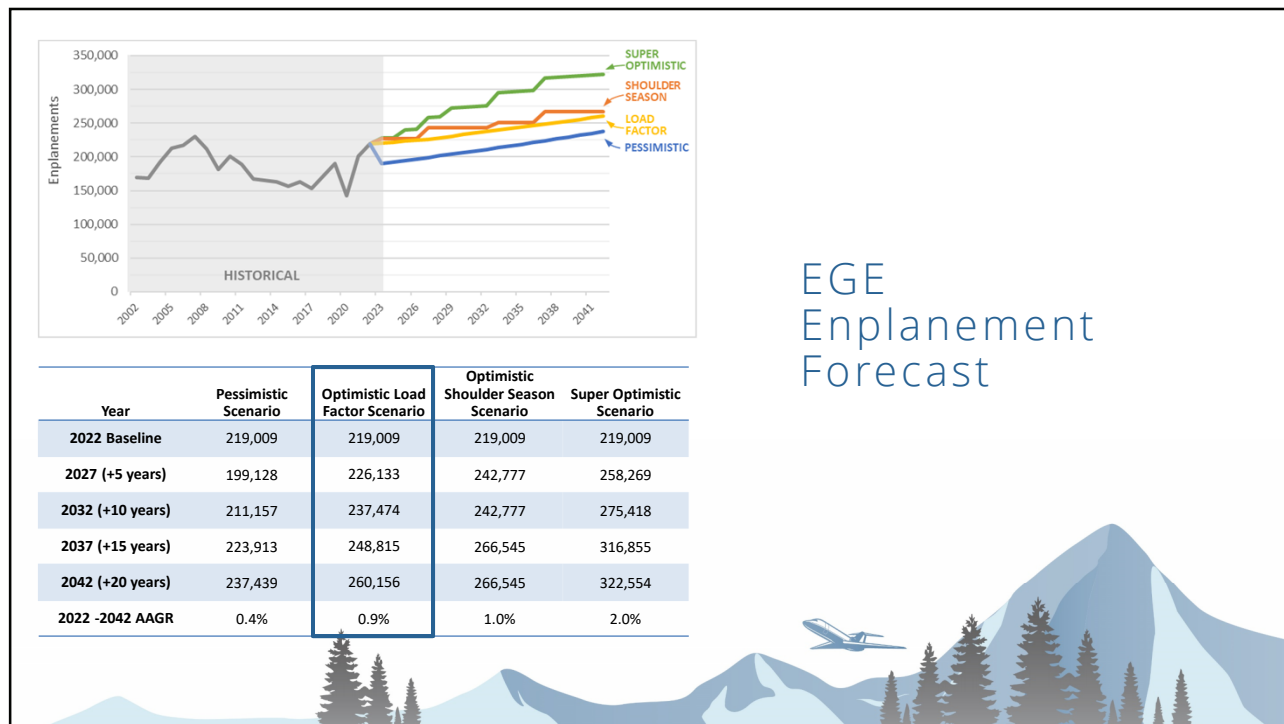


EGE OPERATIONS FORECAST BY TYPE

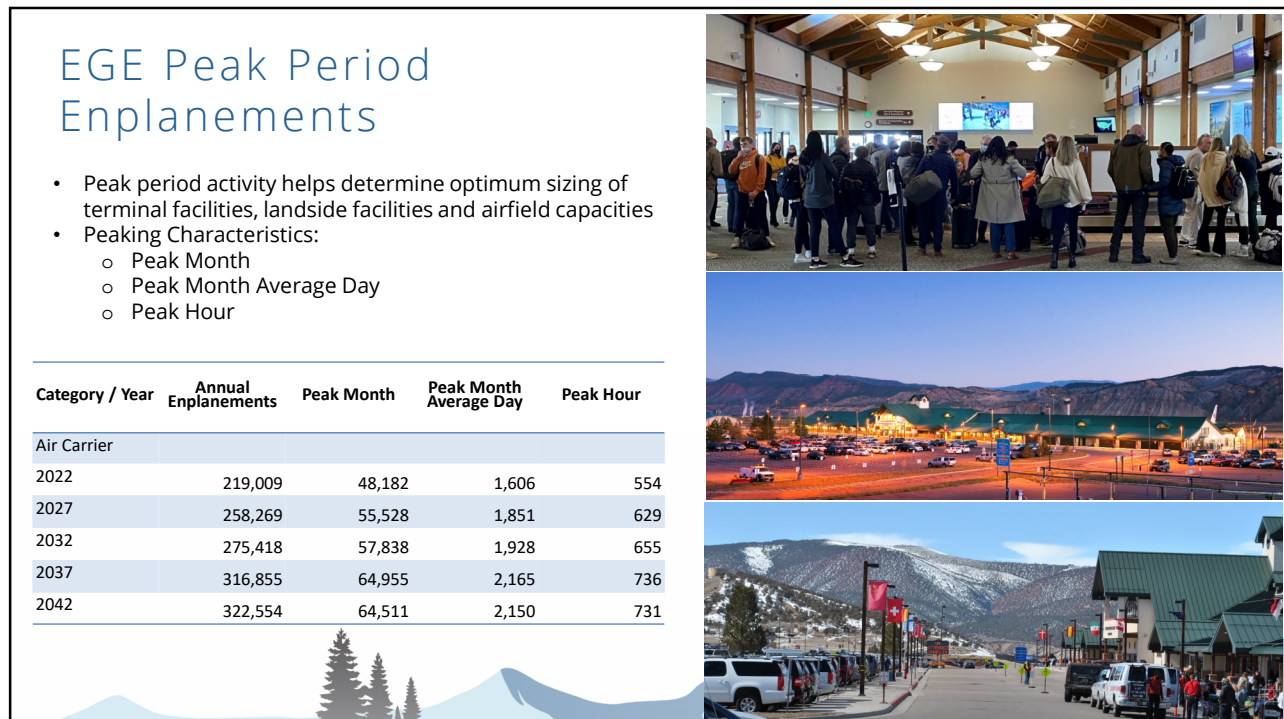
Year	Air Carrier (9.4%)	Air Taxi (21.5%)	Itinerant General Aviation (40.8%)	Military (6.0%)	Total Itinerant (77.6%)	Civil (18.6%)	Military (3.8%)	Total Local (22.4%)	Total Operations
2022 Baseline	5,234	12,014	22,845	3,340	43,432	10,433	2,109	12,542	55,974
2027 (+5 years)	5,906	13,557	25,780	3,769	49,012	11,773	2,380	14,153	63,165
2032 (+10 years)	6,077	13,950	26,526	3,878	50,430	12,114	2,449	14,563	64,993
2037 (+15 years)	6,248	14,342	27,272	3,987	51,848	12,454	2,518	14,972	66,821
2042 (+20 years)	6,419	14,734	28,018	4,096	53,267	12,795	2,586	15,382	68,648

EGE Operations Forecast

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FAA Forecast Review

- The FAA prepares a 10-year Terminal Area Forecast (TAF) at a national level
- The FAA reviews if the passenger enplanements, based aircraft and operations forecasts are within 10% of the five-year TAF and 15% of the 10-year TAF
- ***All the EGE forecasts are within these tolerances***

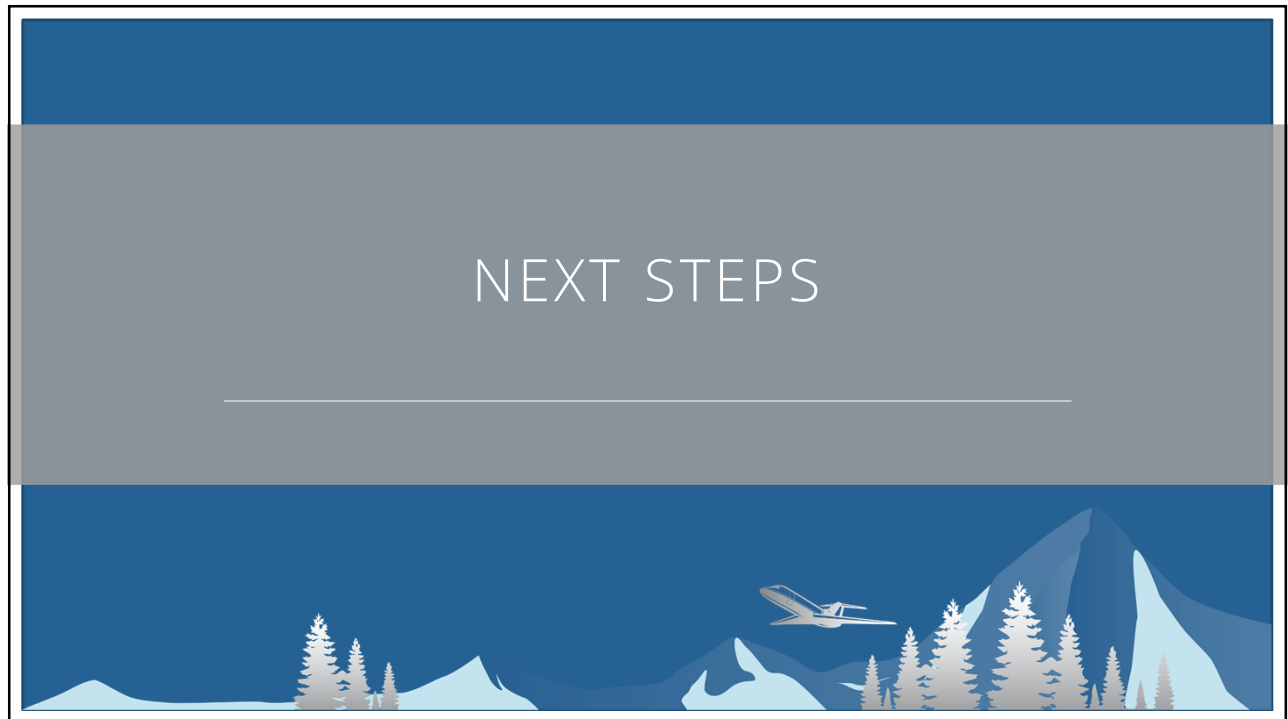
TAF Comparison
(Baseline, 5 and 10 Years)

	2022 Baseline	2027 +5 Years	2032 +10 Years
TAF Based Aircraft	96	113	129
Percent Difference	-	0.0%	0.0%
TAF Operations	57,833	59,380	60,906
Percent Difference	-	6.4%	6.7%
TAF Enplanements	189,940	205,647	219,152
Percent Difference	-	9.9%	8.4%



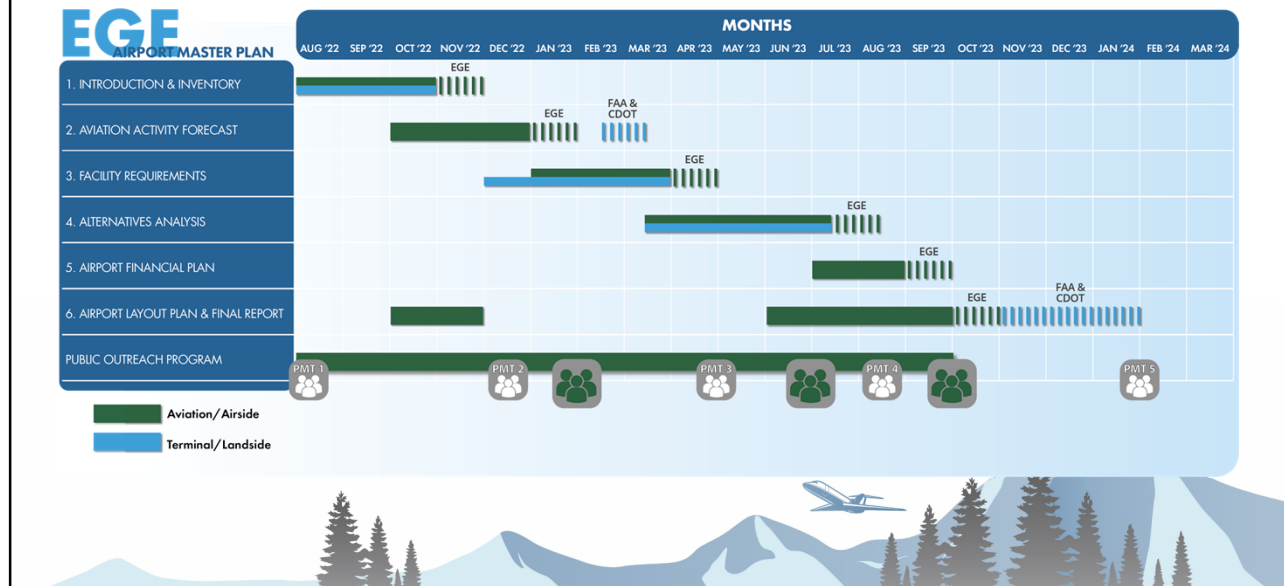
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NEXT STEPS



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Project Schedule



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Current Efforts

- Other Kick-Off Meetings - February 6th and 7th:
 - BoCC Meeting
 - PAC Meeting
 - Terminal Building Tenants Focus Group
 - Airport Staff Focus Group
 - GA Pilot/FBO Focus Group
 - Virtual Community Meeting – February 6th at 6pm
- Draft Introduction, Inventory and Forecast Chapters are available online at www.egemasterplan.com
 - Please submit any review comments via the project website by **Friday February 24th**



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Upcoming Work Effort

- In-depth Review of User/Tenant Survey and Commercial Passenger Survey Results
- Ongoing Community Outreach Efforts
- Analysis of Terminal Facility
- Further refinement of Environmental Sustainability and Resiliency Analysis
- Development of Facility Requirements and Alternatives Chapters
- Next Series of Meetings: **June 5th and 6th, 2023**



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EAGLE COUNTY
Regional Airport

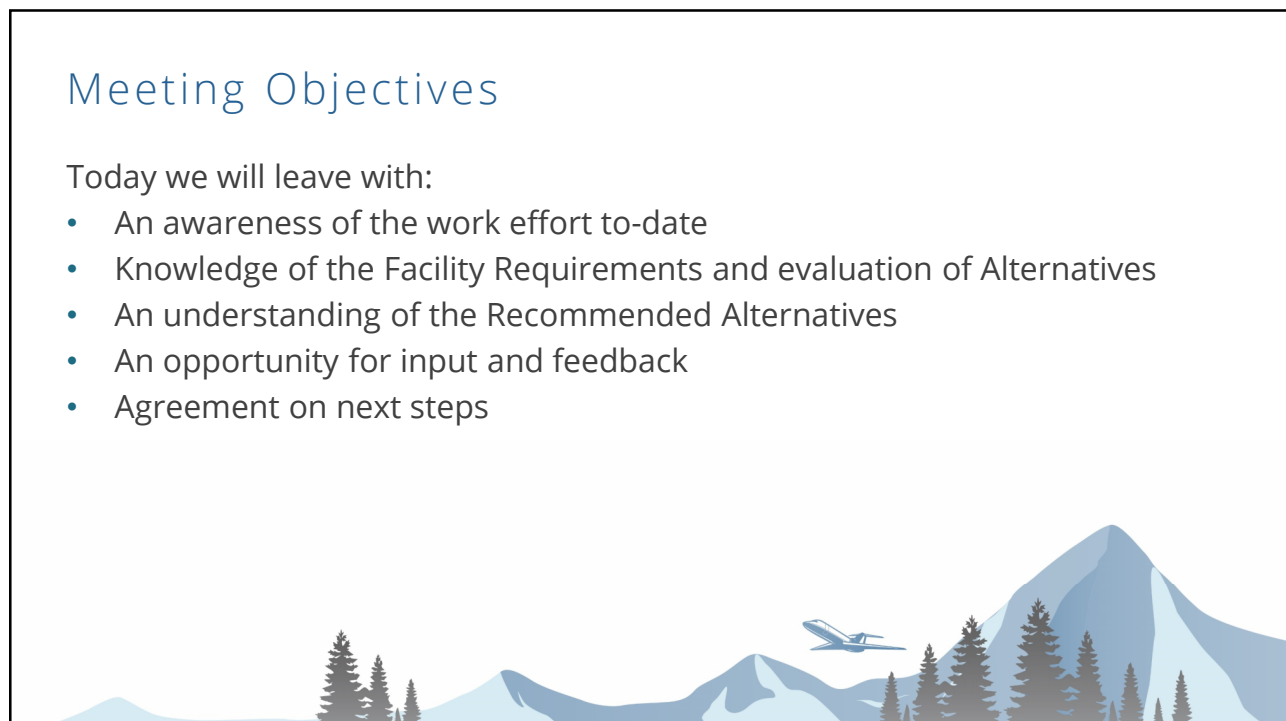
THANK YOU!

David Reid, Director of Aviation
Josh Miller, Deputy Director of Aviation

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EGE Planning Considerations



Effectively engage all stakeholders and the public



Assess functionality of the terminal for current and future passenger demand



Plan surface transportation and vehicular parking to improve connectivity and convenience



Ensure responsible environmental stewardship and alignment with related County goals



Identify future capital improvements based on the analysis of existing and future demand



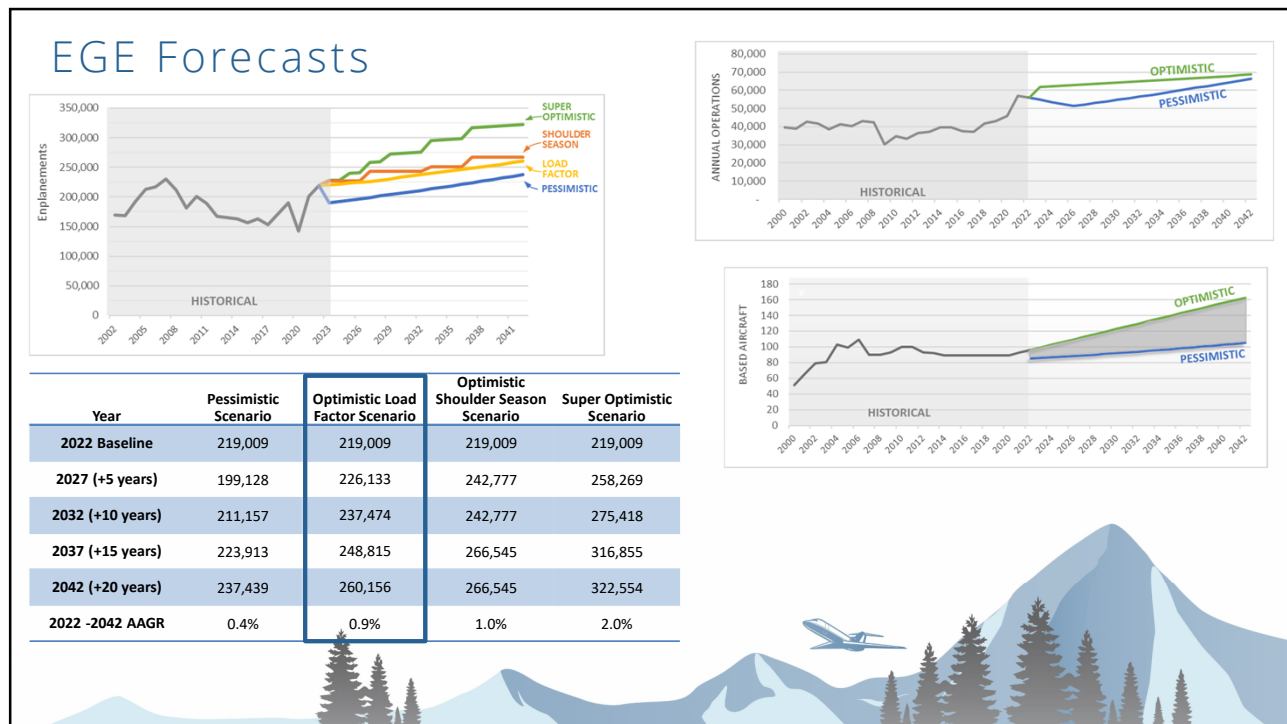
Identify emerging aviation and airport-related technologies and potential future integration



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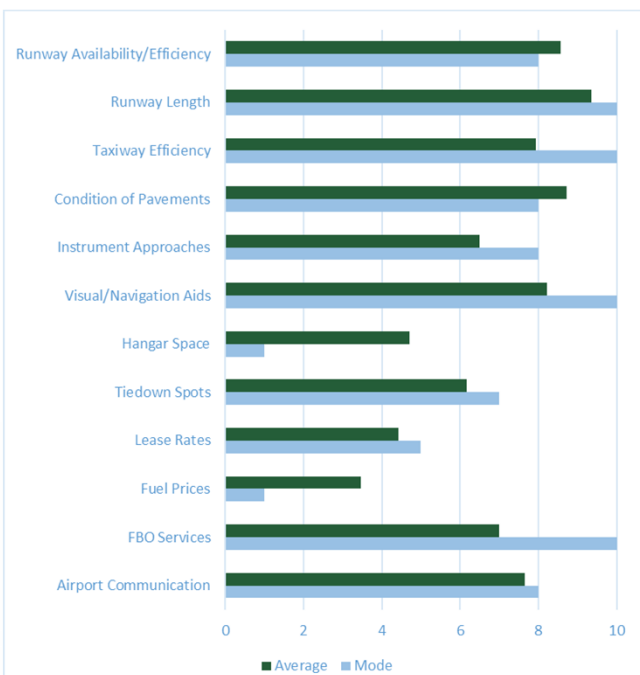
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Tenant & User Surveys: Pilot & Aircraft Owners

- Mix of local recreational pilots and others who own or use aircraft for business and vacation travel
- Overall positive view of Airport airside facilities
- Higher rated items - pavements, runways, taxiways, navigational aids, etc.
- Lower rated items - instrument approaches, fuel pricing, lease rates, etc.



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Tenant & User Surveys: Business & Terminal Tenants

Suggestions included:

- Expansion of baggage carousel expansion
- Lack of TSA screening capacity during peak season
- Addition of more jet-bridge equipped gates
- Provision of onsite aircraft waste processing facility
- Renovation/expansion of rental car counter space
- Increase of electric vehicle charging stations
- Addition of rental car vehicle light maintenance area
- Expansion of ready/return lot
- Expansion of car wash facility
- Development of year-round jobs
- Addition of northside airfield taxiway



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Sustainability

Eagle County - Climate Action Plan

- Education and Outreach*
- Commercial Buildings Sector
- Waste and Landfill Sector*
- Residential Building Sector
- Transportation and Mobility Sector*
- Energy Supply Sector*



*Airport is a contributing partner

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EGE Sustainability & Resiliency Goals

Education & Outreach

- Develop climate action policies in partnership with Eagle County Resiliency and other related departments
- Contribute to Energy Smart Colorado's ECO Credits program to offset airport GHG emissions

Waste & Landfill

- Available, visible, and effective recycling throughout airport public areas and operations

Transportation & Mobility

- Build charging infrastructure, and electrify airport fleet and service vehicles (example: luggage tugs)
- Provide power supply for electrification of rental fleets

Energy & Energy Supply

- Conduct energy audits to identify, prioritize, and implement energy efficiency and electrification projects
- Replace combustion heating systems with high-efficiency electric heat pump systems
- Implement benchmarking for airport buildings to monitor, manage and report on energy uses and GHG emissions
- Explore geothermal options for long-term heating and cooling solutions

Green Partnerships

- Engage with natural resources team to develop airport specific resources conservation plan
- Extend strategic focus of the County on GHG emission reduction to EGE's approach to sustainability, coordinated with Eagle County's Resiliency and Facilities Department

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Facility Requirements Summary Airside

FACILITY	IDENTIFIED REQUIREMENT
Airfield Facility Requirements	
Airport Climatology	No Action; crosswind runway not required
Airfield Capacity	No Action; current/projected aircraft operations fall well below the Airport's capacity
Airport Design Standards	No Action; Airport complies with all design standards
Runway System	Protect for potential 1,000-foot extension
Taxiway System	Implement taxiway improvements as described
Obstructions and Airspace	Ensure clearance of critical airspace to degree practicable
Navigational Aids (NAVAIDs)	Pursue instrument approach procedure improvements
Airfield Marking, Lighting, Signage	Upgrade airfield lighting to LEDs as available; replace the lighting vault generator.

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Facility Requirements Summary Landside

FACILITY	IDENTIFIED REQUIREMENT
Landside Facility Requirements	
Terminal Building	Pursue design to renovate and expand terminal as required; temper design based on heavy peaking characteristics of Airport market; replace the west terminal electrical generator
Regional Transportation Access	Protect for potential future I-70 interchange; Cooley Mesa Road improvements
On-Airport Circulation Roadway	Conduct strategic planning effort to formulate long-term plan to progressively improve roadway system
Automobile Parking	Conduct strategic planning effort to formulate long-term plan to progressively improve auto parking

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Facility Requirements Summary

General Aviation and Support Facilities

FACILITY	IDENTIFIED REQUIREMENT
General Aviation and Support Facility Requirements	
FBO Facilities	No Action; Signature EGE meets current servicing needs; the Airport should consider the potential introduction of an additional FBO
Federal Inspection Services (FIS) Facility	Construct FIS as planned
Air Cargo Facilities	No Action; monitor opportunities as available
Aircraft Storage Facilities	Transient apron space is sufficient but additional hangar space for based and transient aircraft should be planned
Fuel Storage	No Action; existing fuel storage meets the Airport's minimum standards
Deicing Operation	No Action; glycol storage and disposal methods meet requirements
ATCT	Continue to support tower maintenance; replace the ATCT generator
Snow Removal	Expand SRE building; Construct additional storage facility; replace SRE as required
ARFF/Administration	Relocate administrative offices to renovated terminal; prepare for potential shift to meet Index C requirements
Miscellaneous Requirements	Install waste triturator tied to local sewer system for use by airlines and FBO
Emerging Technologies	The Airport should be apprised of new developments related to eVTOL aircraft certifications and use cases

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Questions, Comments?



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AIRSIDE DEVELOPMENT ALTERNATIVES

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Existing Conditions



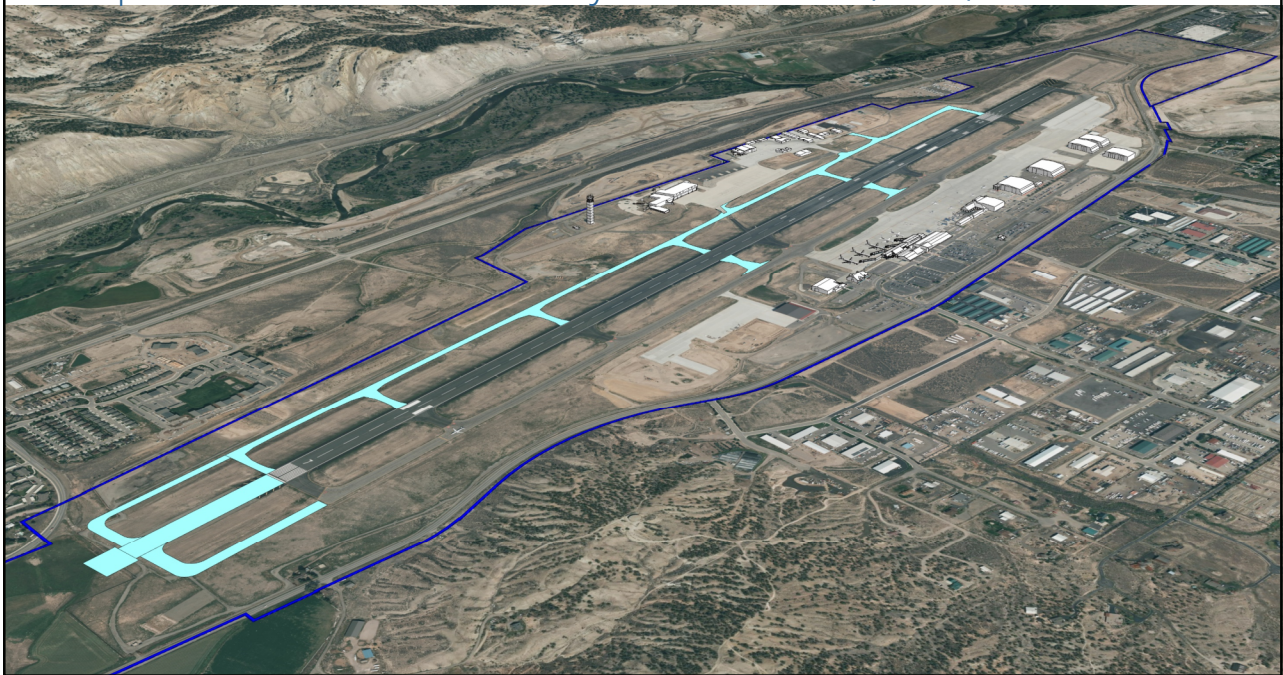
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Improvements – Planned Taxiways (Taxiway A3, A4 & B)



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Improvements – Runway Extension (1,000')



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Improvements – Planned Hangars (Private Development)

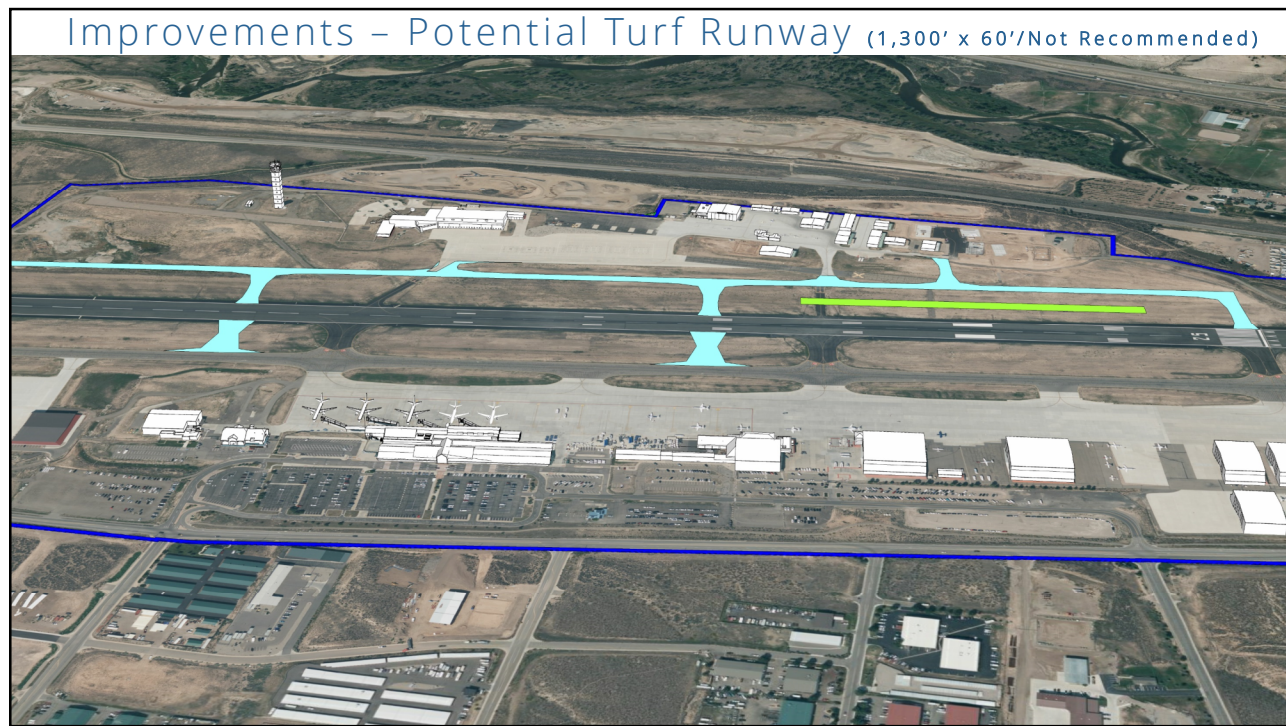


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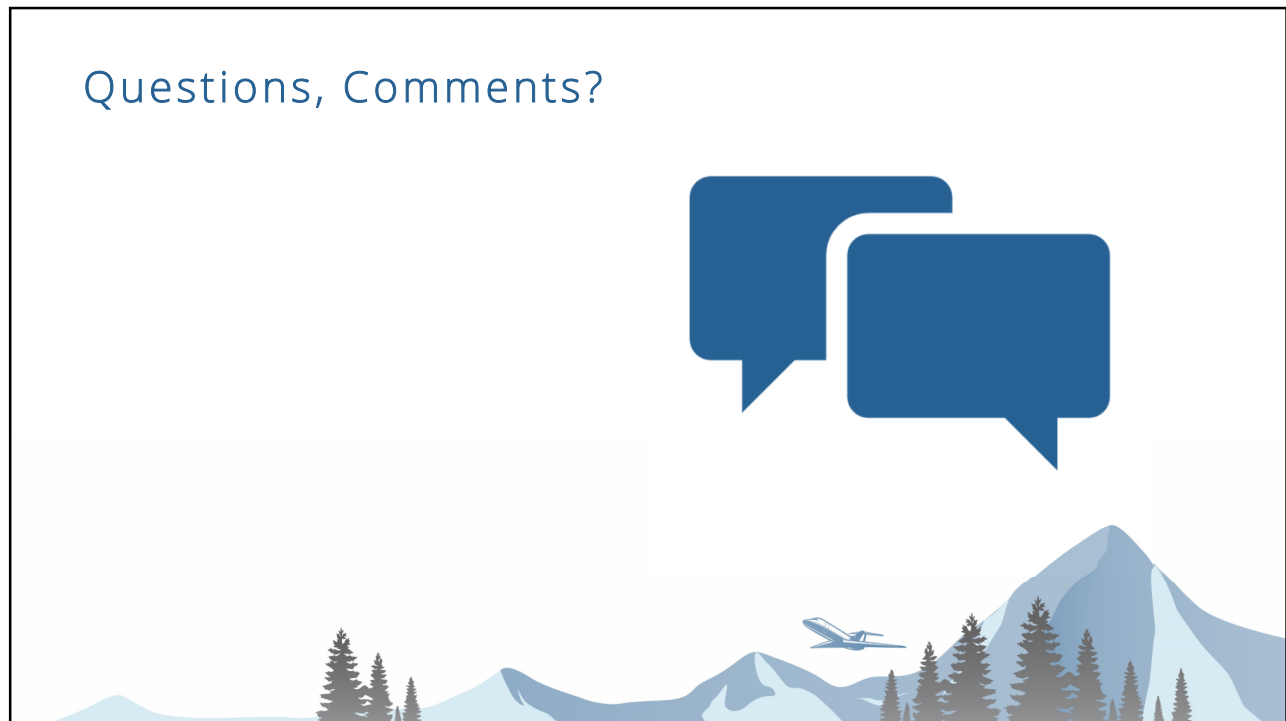
Improvements – Future Facilities (Hangars, FIS, SRE/Airfield)



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PROJECT STATEMENT

Eagle County Regional Airport, Colorado

INTRODUCTION

The airport rests on 632 acres of land located in central Colorado, in the town of Gypsum, primarily serving the surrounding recreational areas in the mountains and roughly thirty-seven miles from Vail. Eagle County Regional Airport [EGE] has a single runway with six gates currently serving three separate airlines (Delta, United, American) with approximately 195,000 enplanements annually.

GOAL

In order to adequately accommodate future commercial passenger demand at EGE, a planning study is desired that updates key elements of the Airport's previous Terminal Area Study as well as a description of future commercial service terminal building development steps based on Planning Activity Levels established within the AMP. This includes multiple distinct phases, which are the following: *Inventory of Existing Conditions, Development of Planning of Activity Levels, Facility Requirements, Planning Study* (current phase) & ultimately leading to the final deliverable of a *Facilities Implementation Plan*.

JVIATION | Gensler | Eagle County Regional Airport | Airport Master Plan | 2

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OVERALL DEFICIENCIES

Landside & Terminal Study Airport Master Plan (2022-2042)

Curbside Experience

- Capacity & vehicular flow issues
- First impressions of terminal important, front door

Baggage Claim

- Capacity & passenger flow issue
- Operational efficiency issues back-of-house

Ticketing, SSCP & ATO

- Ticketing and SSCP passenger flow an issue, not capacity
- ATO space confusing, due to maze of walls back-of-house

Restrooms

- Accessibility
- Quantity / Location
- Finishes & Fixtures

Concessions

- Airside concession leasable area is lacking
- Landside concession not in ideal location, prefer towards baggage claim

Baggage Makeup & Screening / Process

- Amount of bag jams problematic, mostly due to inclined belts & 2-story condition
- Operational efficiency could be improved

Relocation of GSE

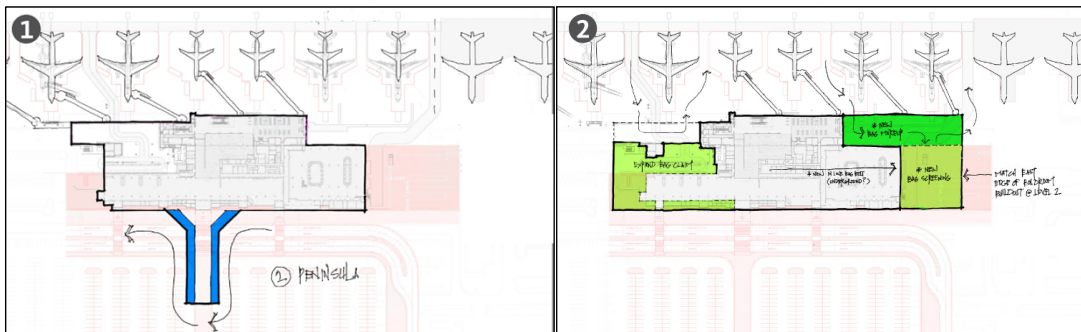
- Currently surface parked & uncovered
- Prefer additional pre-engineered metal building (PEMB) to house fleet

JV/ATC/N | Gensler | Eagle County Regional Airport | Airport Master Plan | 3

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PRELIMINARY ALTERNATIVES | LANDSIDE & TERMINAL

Eagle County Regional Airport



Peninsula

Expansion/addition to the south & into existing parking lots, in the shape of a peninsula. Creates a harder division between departures & arrivals, however potentially creating larger focal point & gathering space for terminal dropoff & pickup.

Linear

Expansion/addition on each end of the terminal, stretching the existing experience out linearly. Creating a new bag screening & makeup area to the far east frees up necessary space for all other areas to expand to meet square footage forecasts for 2022-2042. Least potential disruption to existing operations during construction, if sequenced properly.

JV/ATC/N | Gensler | Eagle County Regional Airport | Airport Master Plan | 4

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MASSING DIAGRAMS | RECOMMENDED

Eagle County Regional Airport

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Bag Claim, Admin & GSE

Expand the volume west for additional capacity & also operational efficiency by having intermediate oversize bag slides between claim carousels. Administration space has also been relocated to the west end, in order to potentially be complete in an earlier phase. Ground Service Equipment also has the option to build underneath this footprint.

Bag Screening/Makeup

Build a separate new addition to the east of the current screening & makeup area. Once operational, the existing equipment can be decommissioned & the space used for expansion of public terminal spaces.

Ticketing, SSCP & ATO

Upgrade ticket counter program to have ample depth for modern industry standards (i.e. queuing, bag drops, remote kiosk zones, etc). Add a lane & more queuing to the security checkpoint. Build new ATO space that is simple & organized.

Curbside

Capture additional perimeter space by relocating rental car & storage elsewhere. Provide 30 feet of depth from curb to doors, which is the industry standard. Glazing to bring in natural light to the vaulted interior space & also provide transparency to the exterior for passengers waiting to be picked up.

Airside

By extruding the concourse volume east, three new holdrooms with jetbridges serving them can be added to the upper level. One ground loaded gate remains on the lower level & open shell space provides future flexibility.

AVIATION | Gensler | Eagle County Regional Airport | Airport Master Plan | 5

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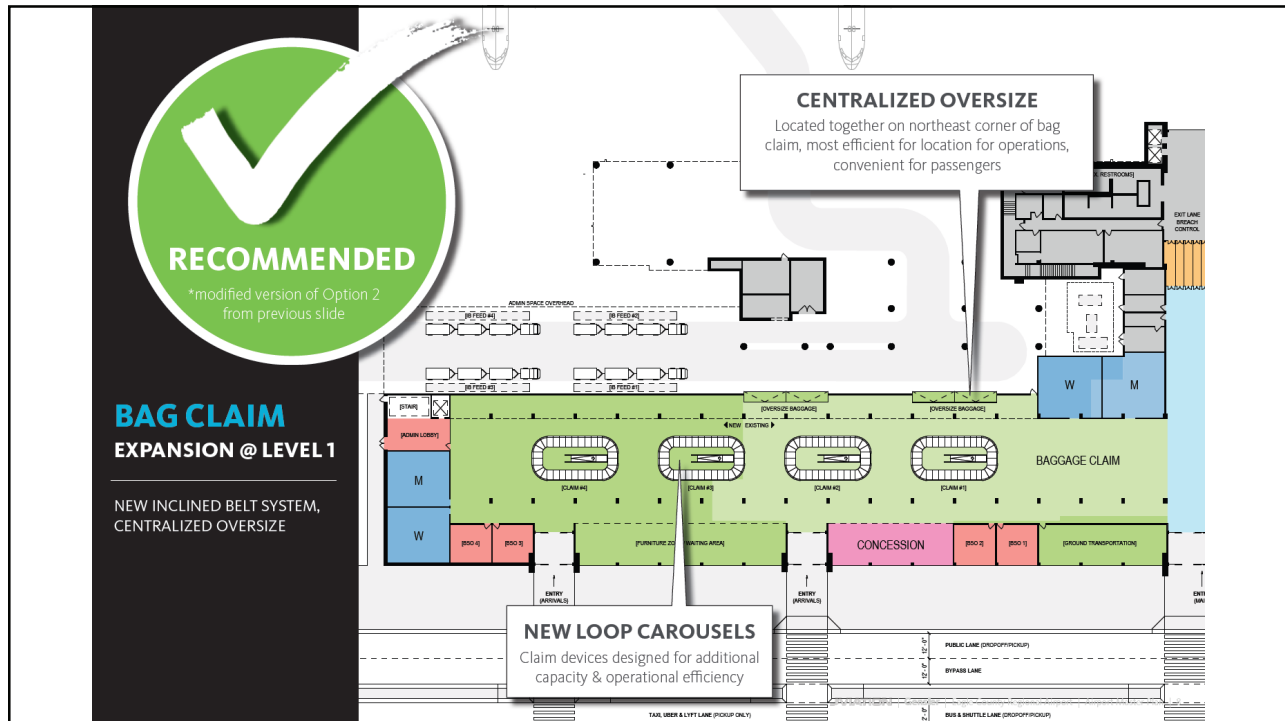
BAG CLAIM, ADMIN & GSE

Options for Development of West End of Terminal

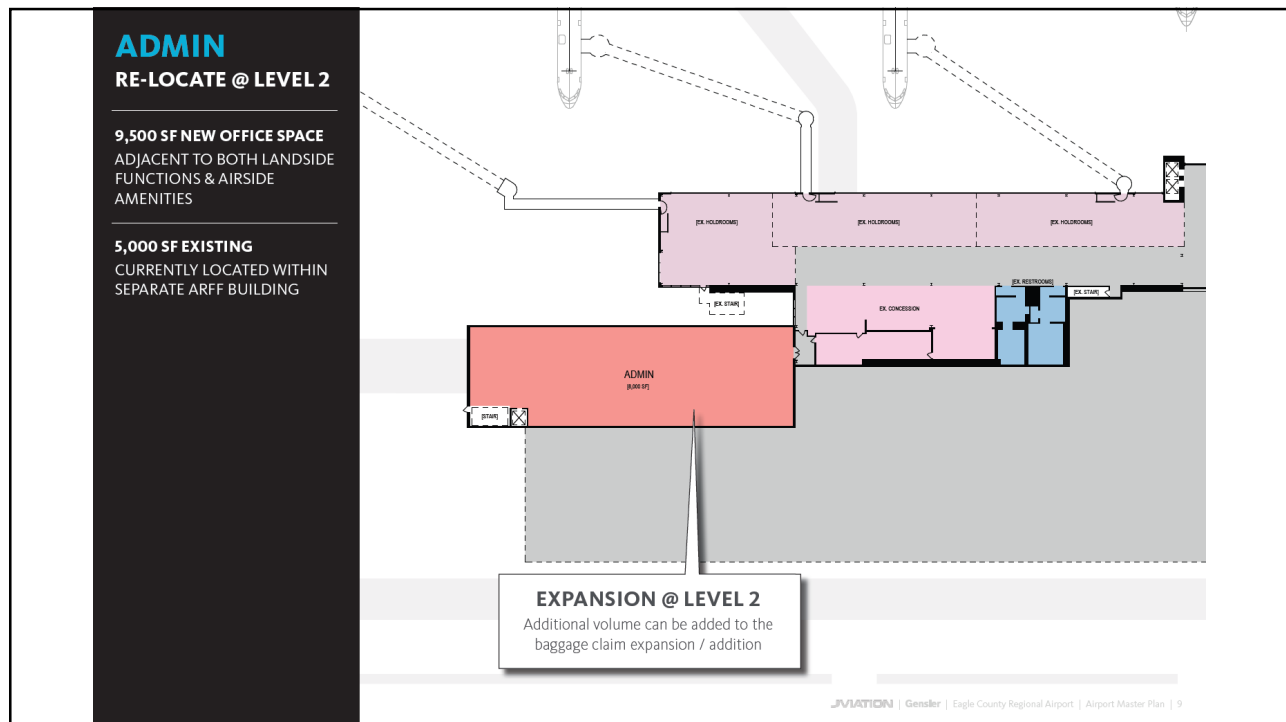
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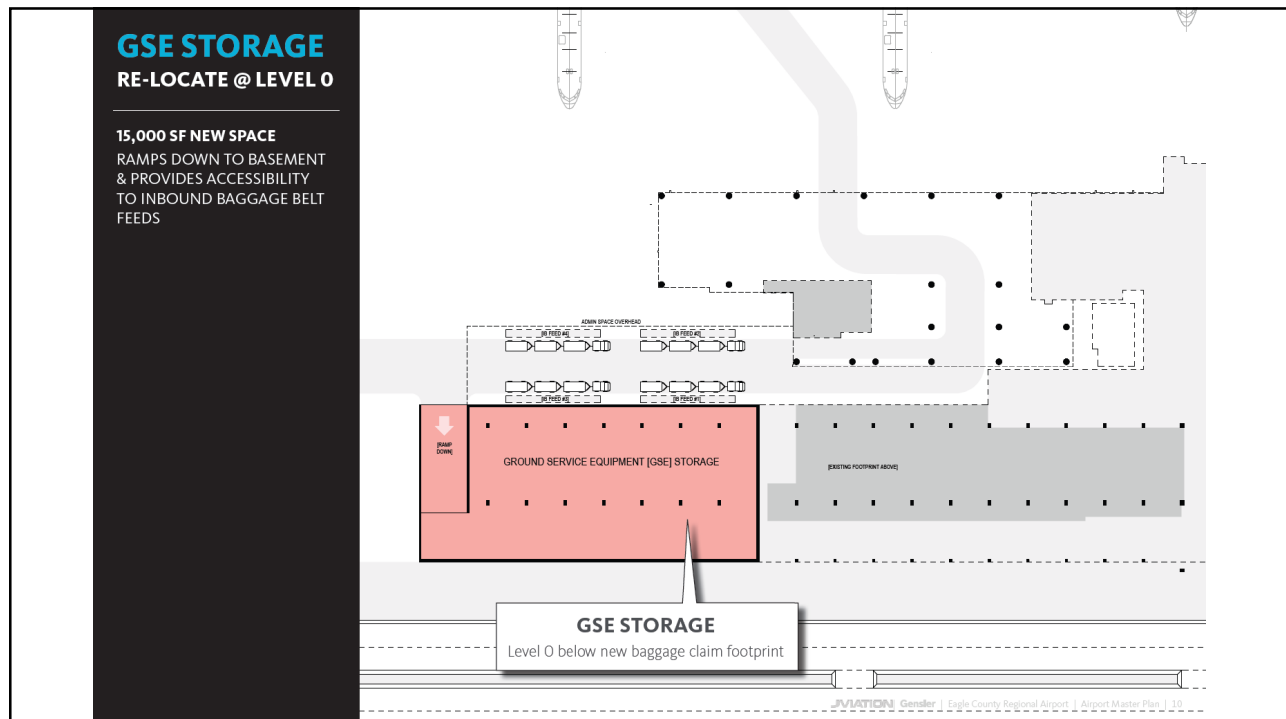
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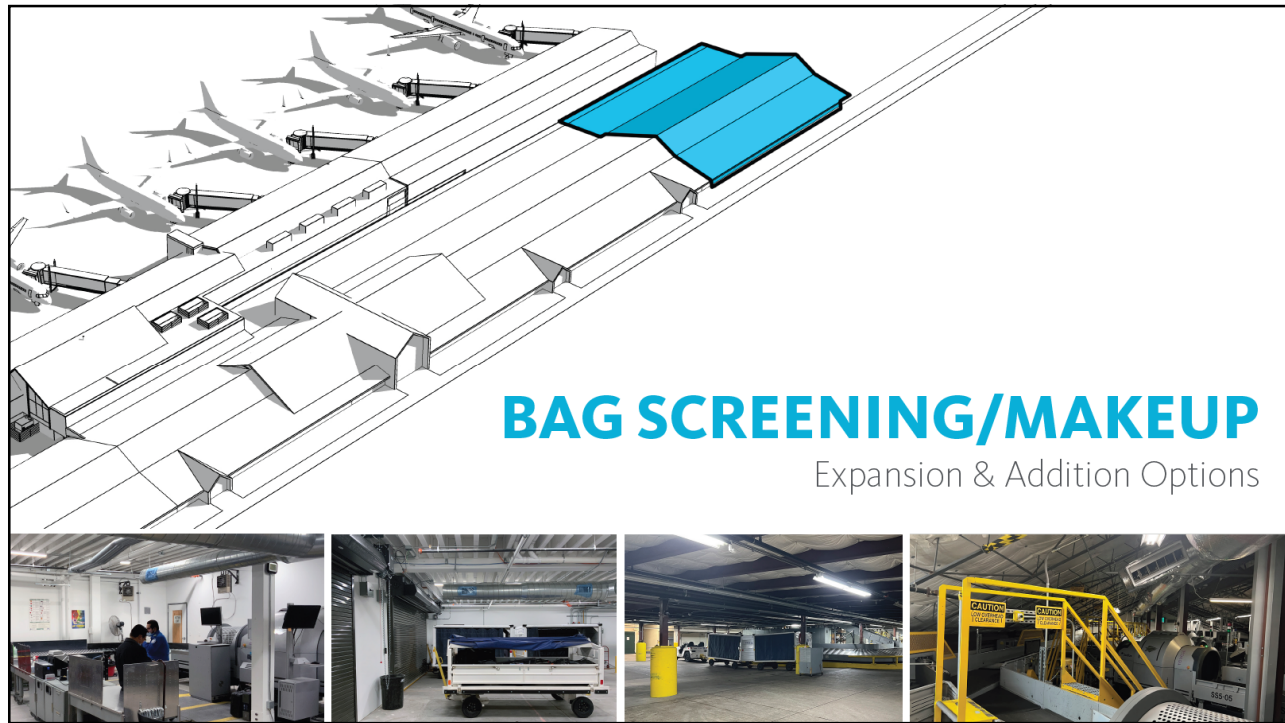
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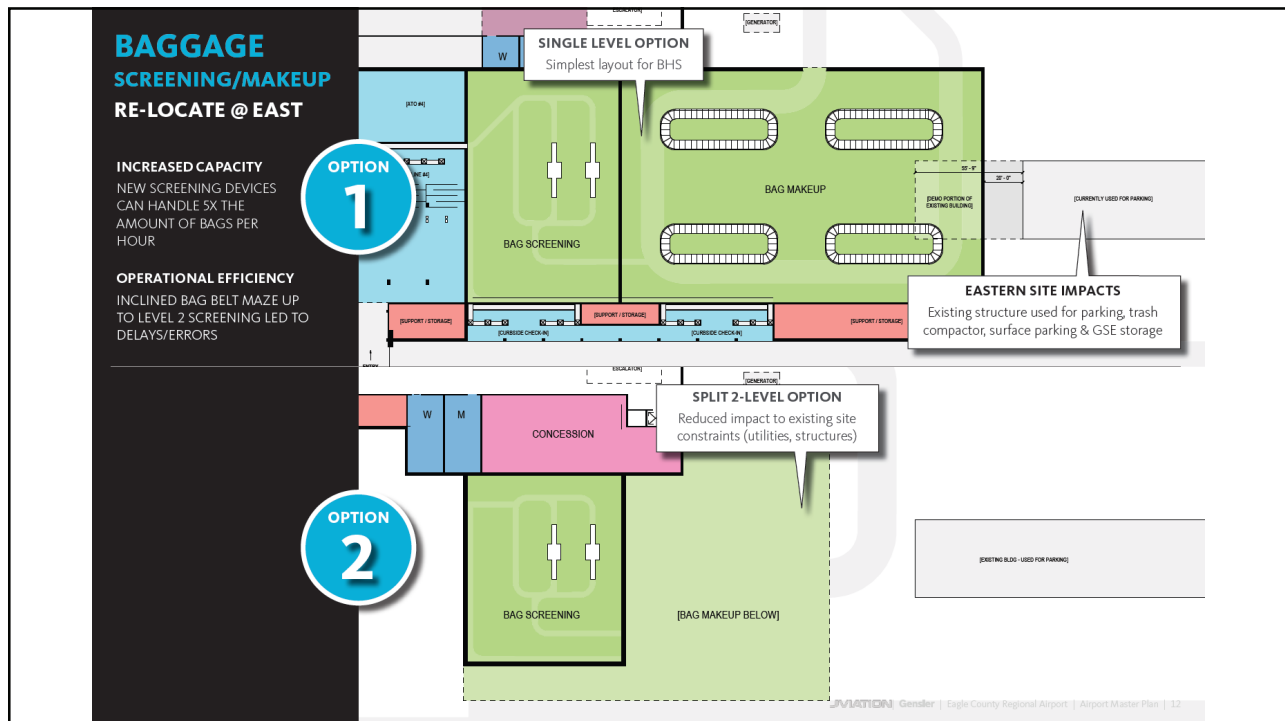
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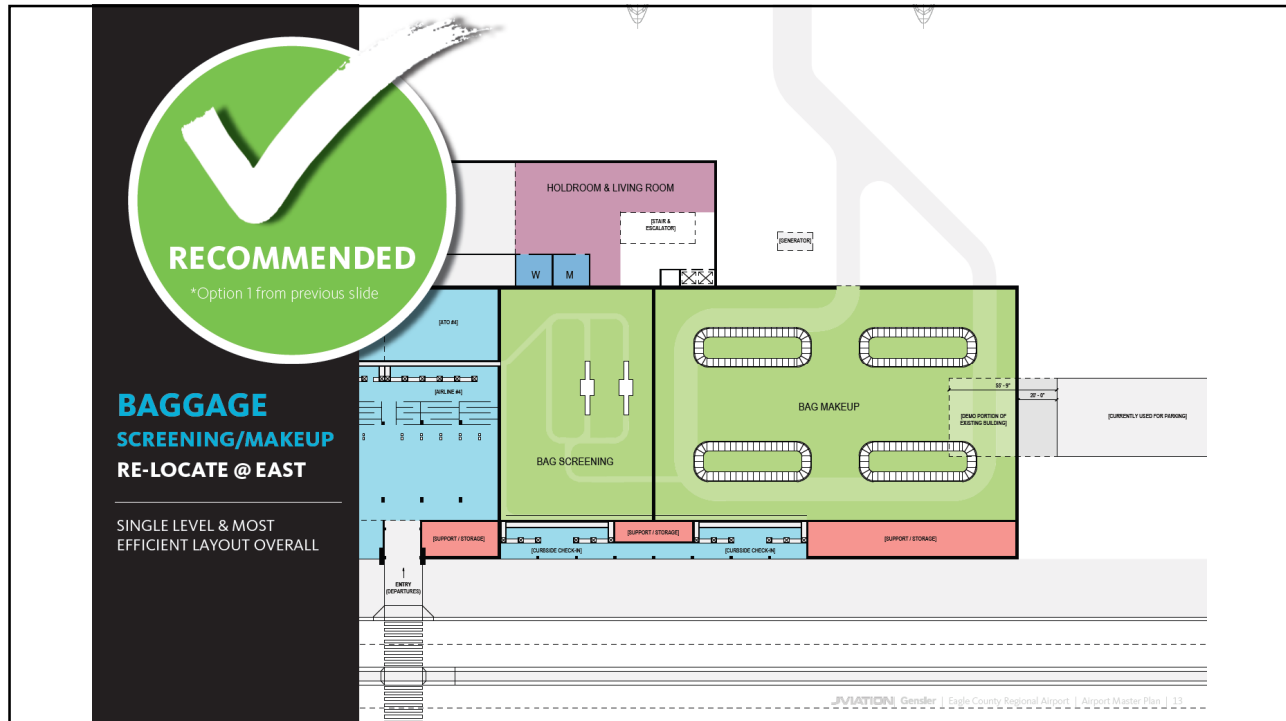
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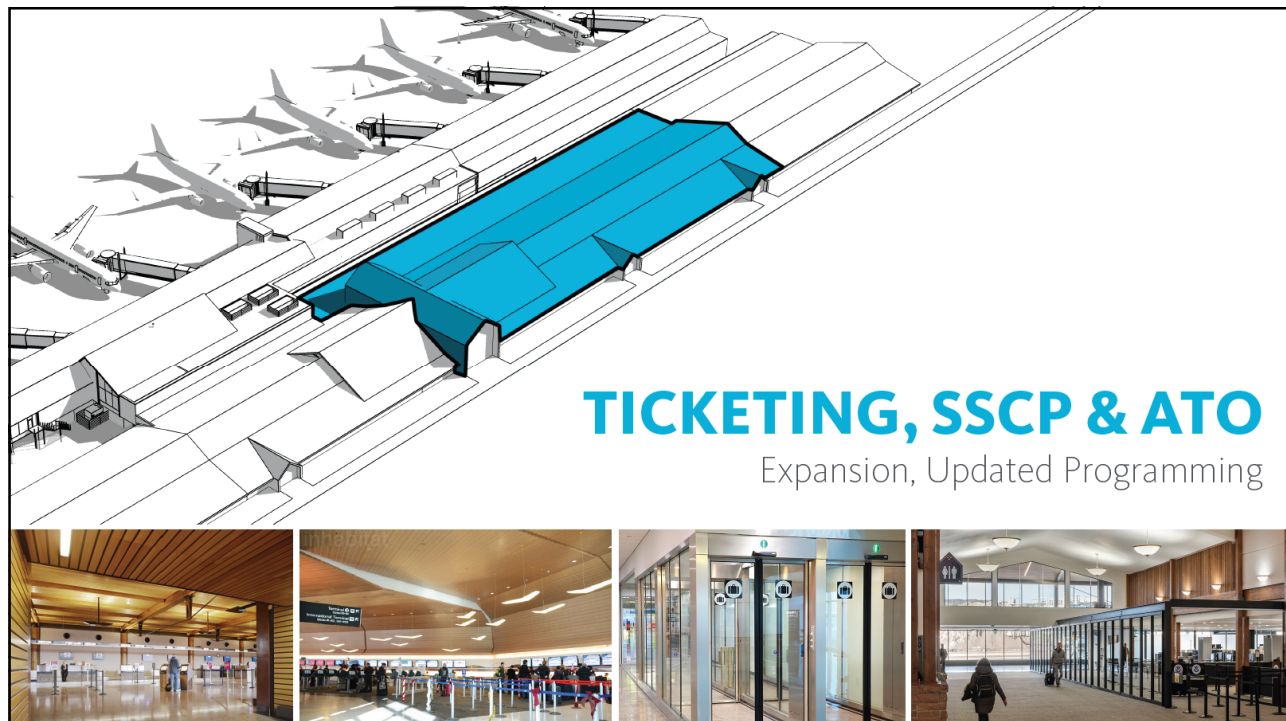
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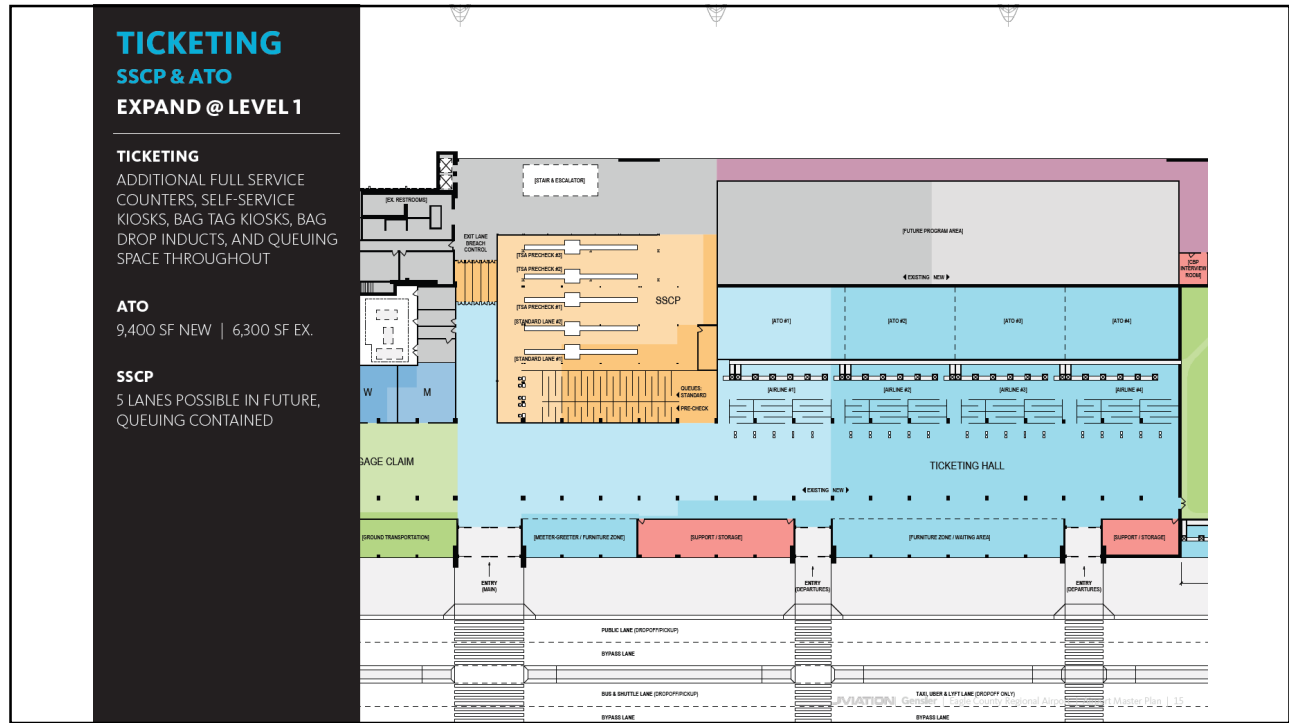
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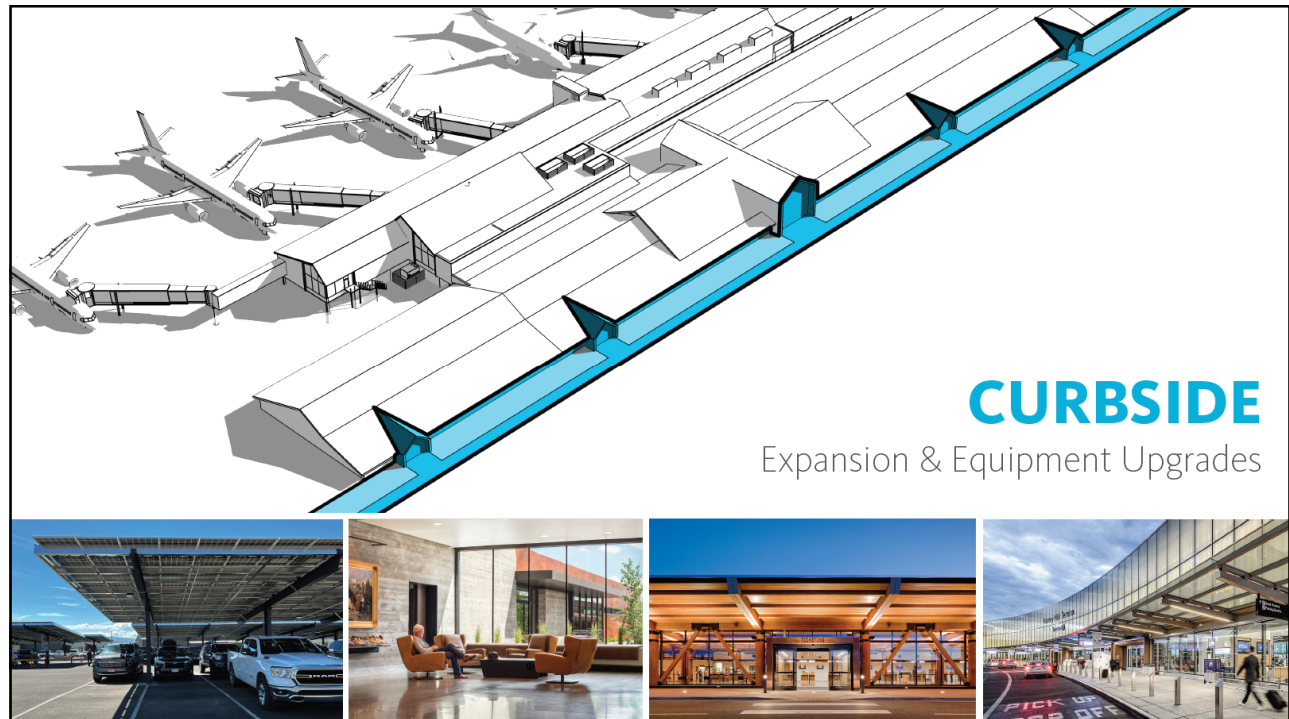
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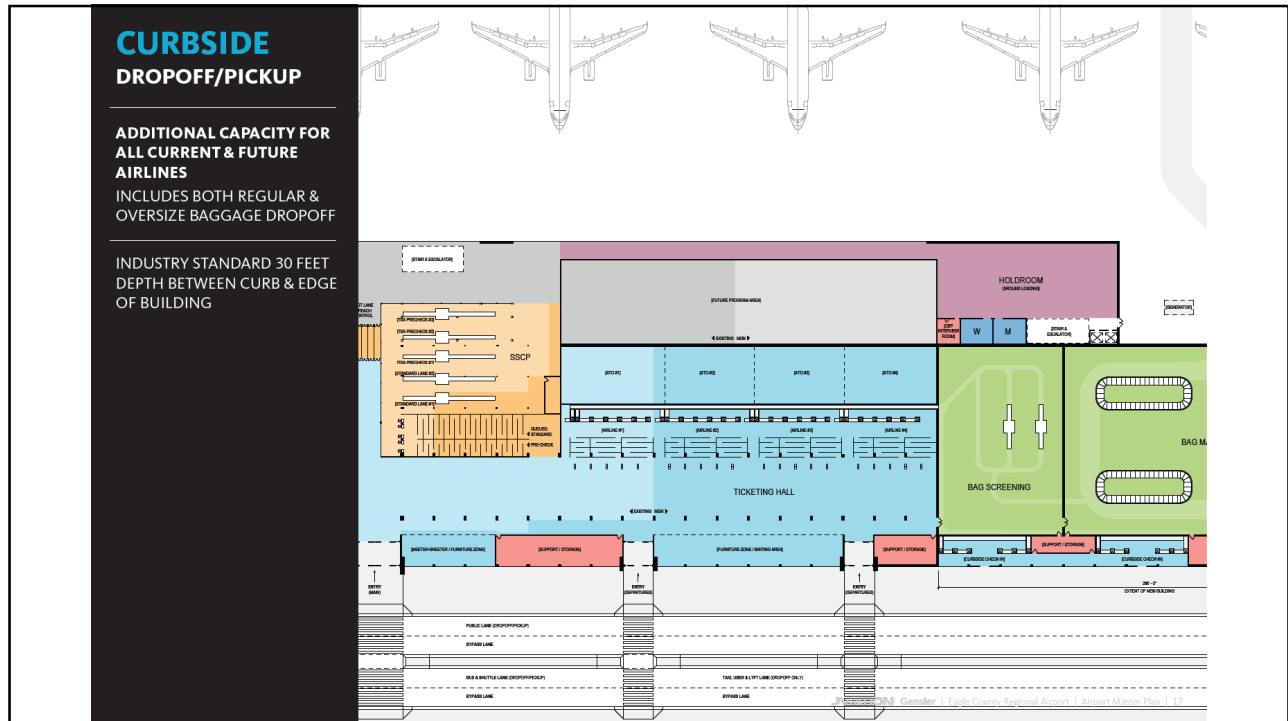
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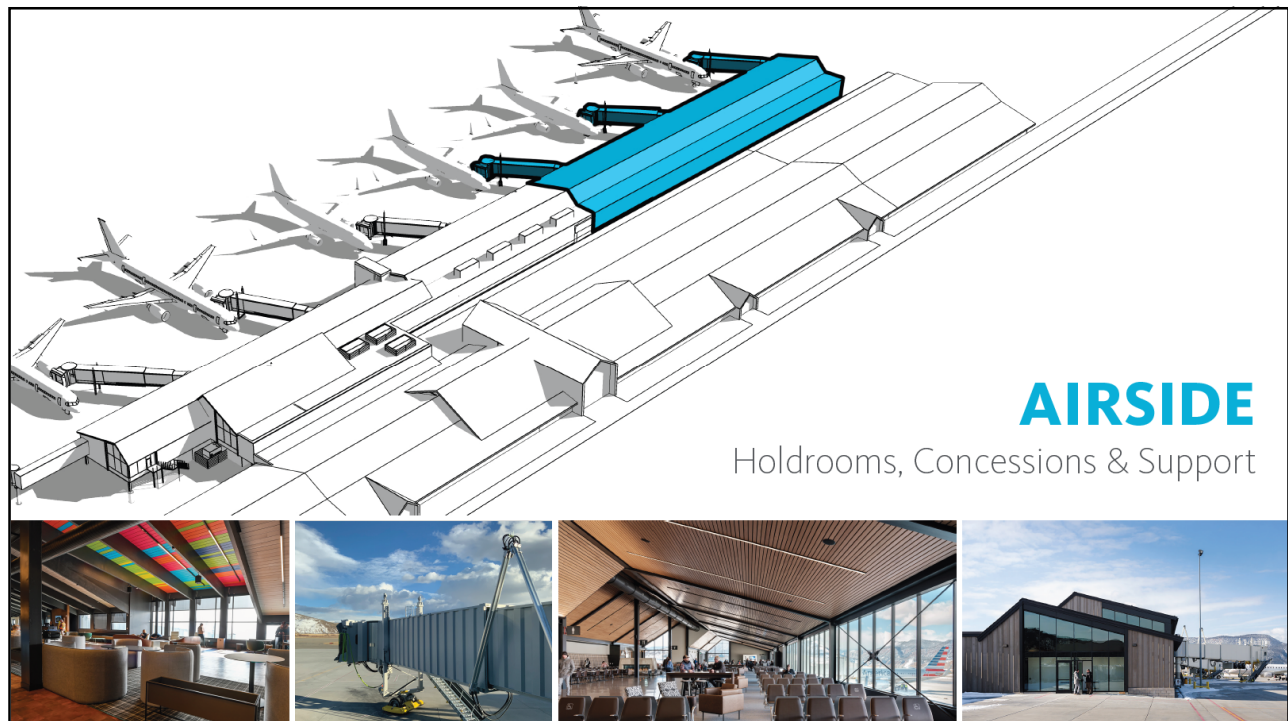
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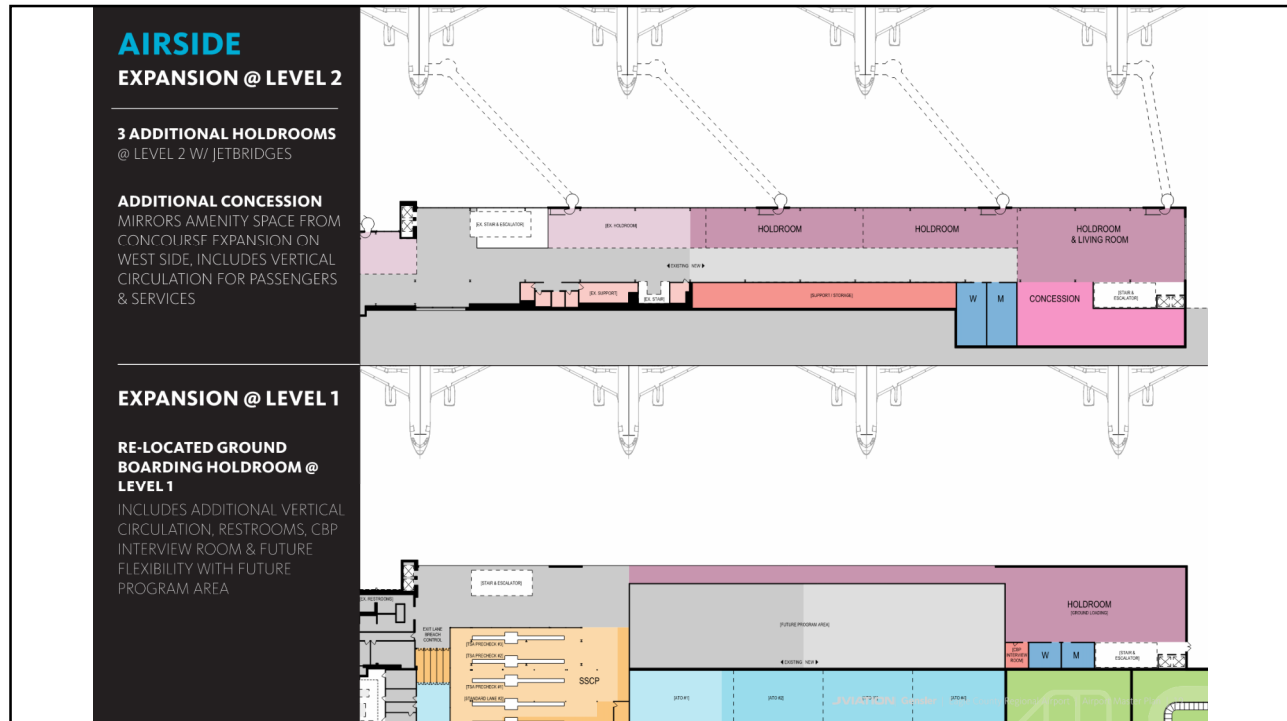
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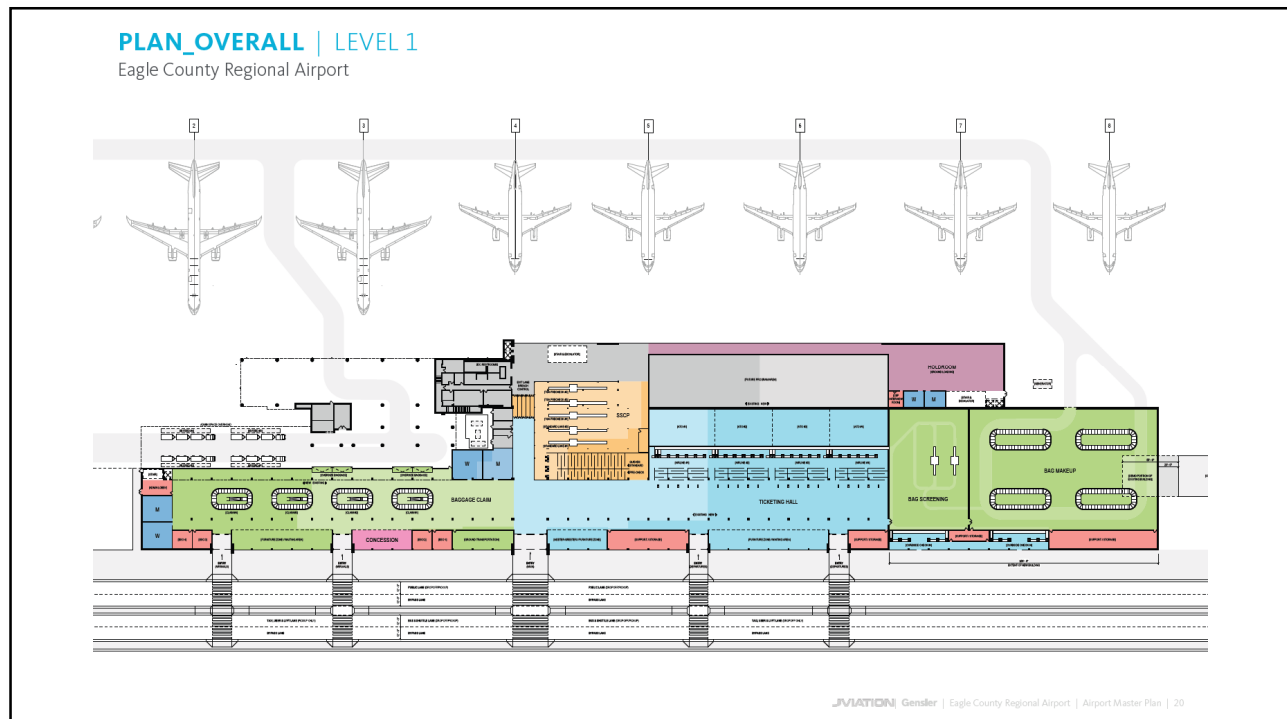
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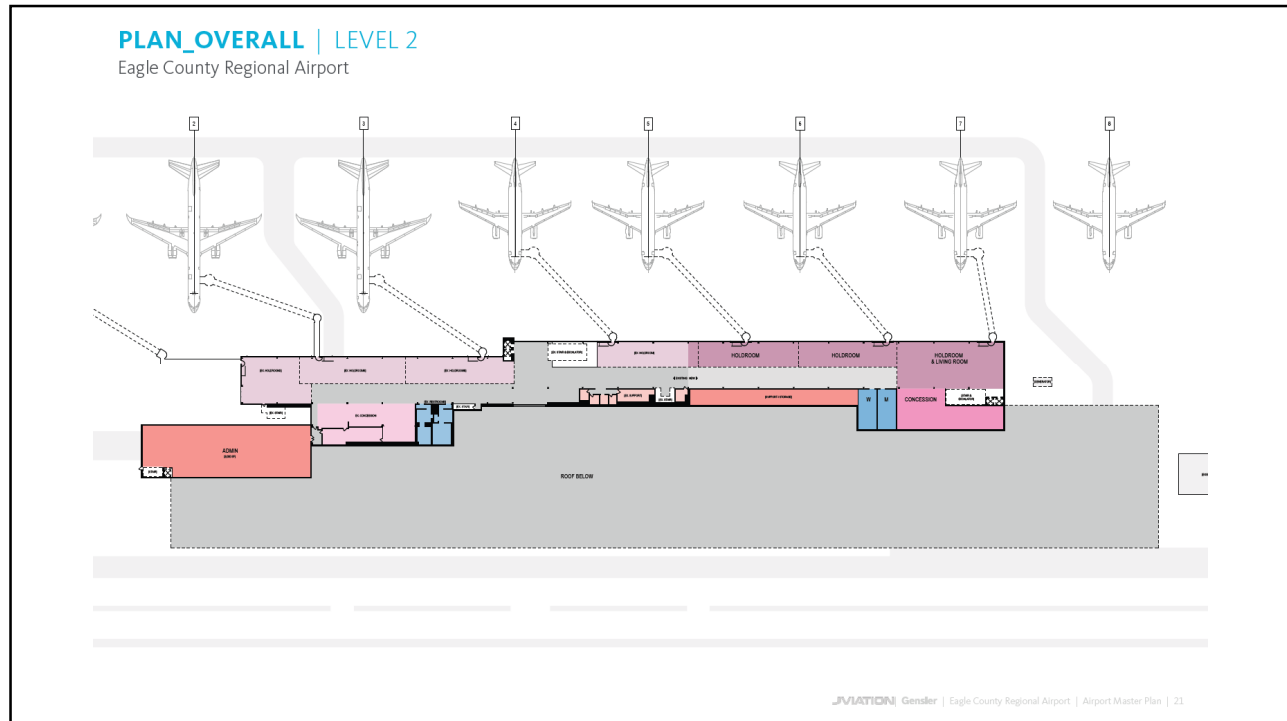
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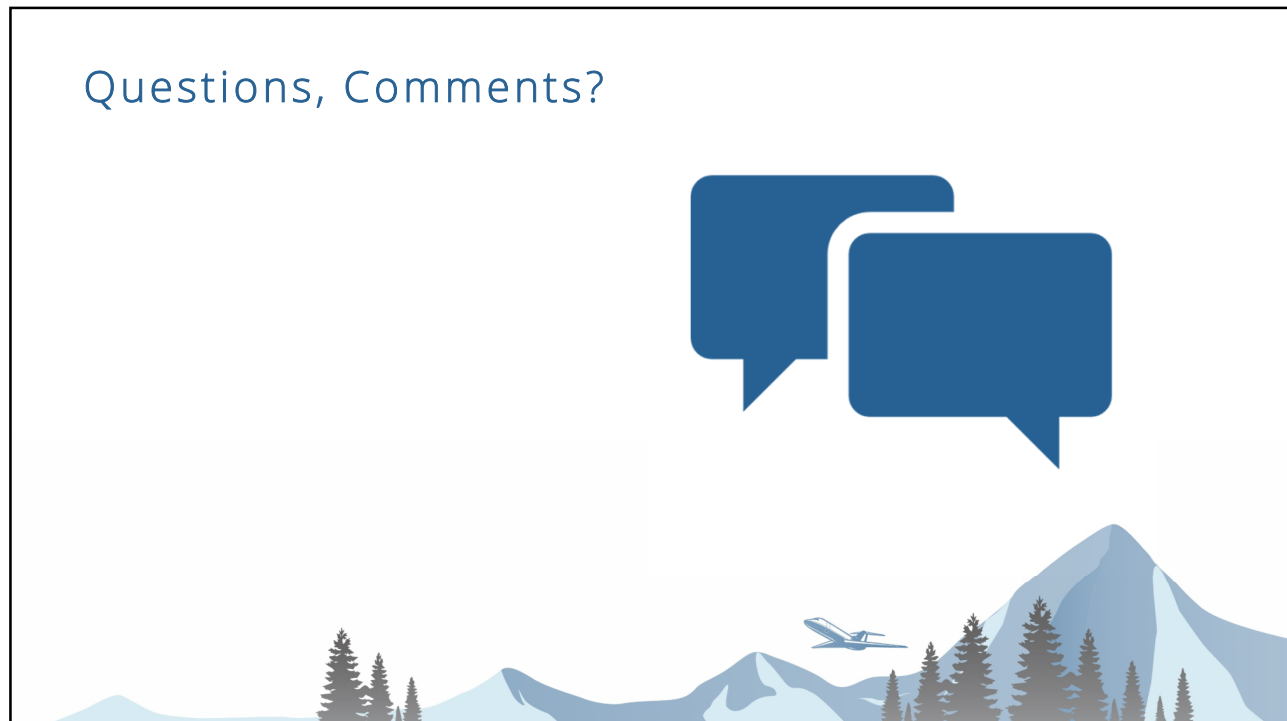
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LANDSIDE DEVELOPMENT ALTERNATIVES

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Landside Transportation Challenges

- Overall
 - Substandard or lacking pedestrian and bicycle facilities
 - Unclear or missing wayfinding signage
- Circulation
 - Congestion at the terminal frontage (curbside)
 - Insufficient curbside space for all types of surface transportation
- Parking
 - Reaching maximum capacity
 - Non-intuitive and disconnected parking/lot usage
 - Insufficient accessible parking

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Considerations for All Concepts

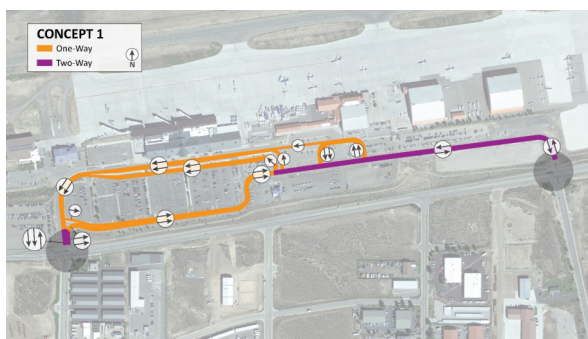
- Location of the rental car operations (onsite vs. offsite)
- Potential Ground Service Equipment (GSE) expansion area immediately west of the future Federal Inspection Services (FIS) exit
- FIS access
- Number and location of access points from Cooley Mesa Road

Type of Improvements for All Concepts

- Multimodal Elements
- Traffic Calming Opportunities
- Curbside Access Enhancements
- Wayfinding
- Intersection Improvements at Cooley Mesa Road
- Electric Vehicle (EV) Charging Considerations

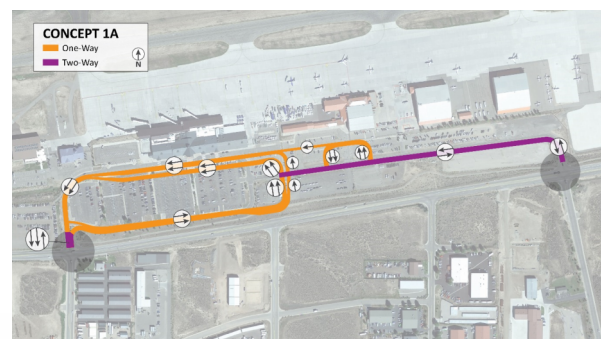
49

Circulation Alternatives



Benefits: Double curb access, allows for phased implementation moving rental car operations

Challenges: Reduced parking immediately in front of terminal, no additional access points

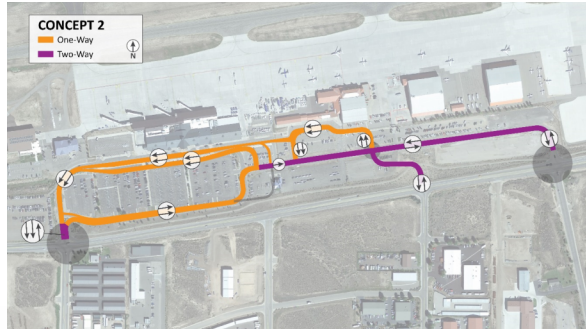


Benefits: Double curb access, allows for phased implementation moving rental car operations

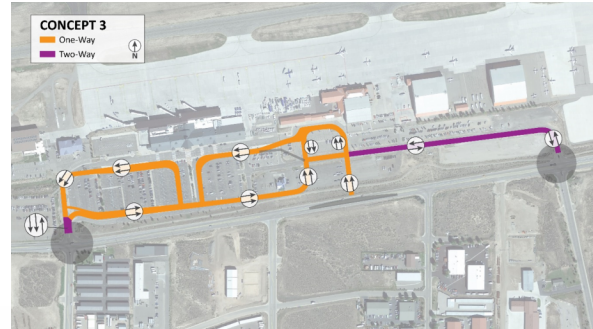
Challenges: Reduced parking immediately in front of terminal, no additional access points

50

Circulation Alternatives



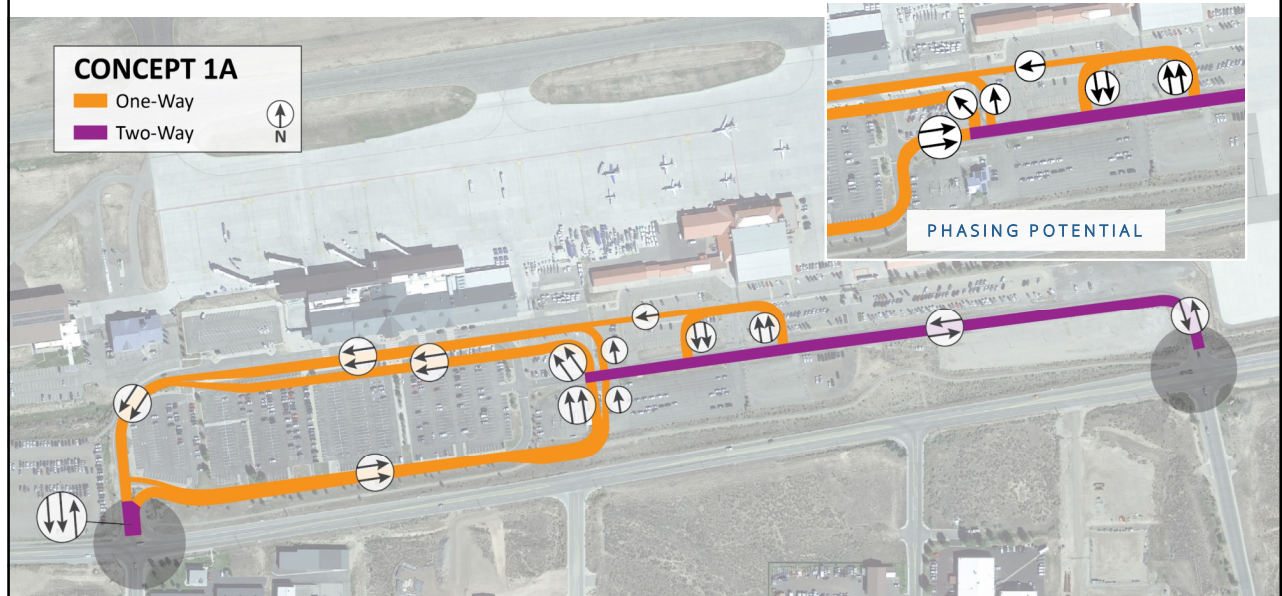
Benefits: Double curb access, allows for phased implementation moving rental car operations, expanded loop access for international terminal, additional access point
Challenges: Reduced parking immediately in front of terminal, additional access point may cause confusion



Benefits: Expands curbside access, clearly separates arrival and departure traffic, additional airport access
Challenges: Reduced parking immediately in front of terminal, additional access point may cause confusion, no phased improvement option

51

Recommended Circulation Concept



52

Parking Considerations

- Rental car operations
- Potential Ground Service Equipment (GSE) expansion area immediately west of Federal Inspection Services (FIS) exit
- Jet Center parking
- Waiting area ("cell phone lot")
- Opportunities for covered parking and/or parking structure(s) (*future considerations*)
- Definition of "short-term" parking

53

Existing Parking

Key Features:

- Limited curb front access
- Piecemeal parking organization
- Many rental car operations located in prime proximity locations

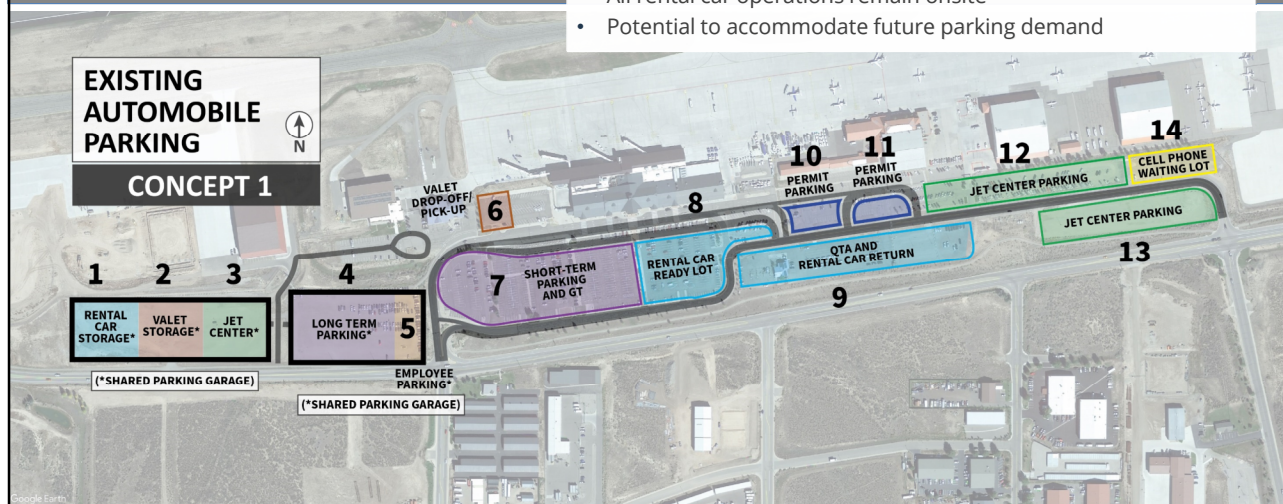


54

Parking Alternatives

Key Features:

- Integrated circulation Concept 1 reduces overall parking by 13%
- Opportunity to organize different types of parking
- All rental car operations remain onsite
- Potential to accommodate future parking demand

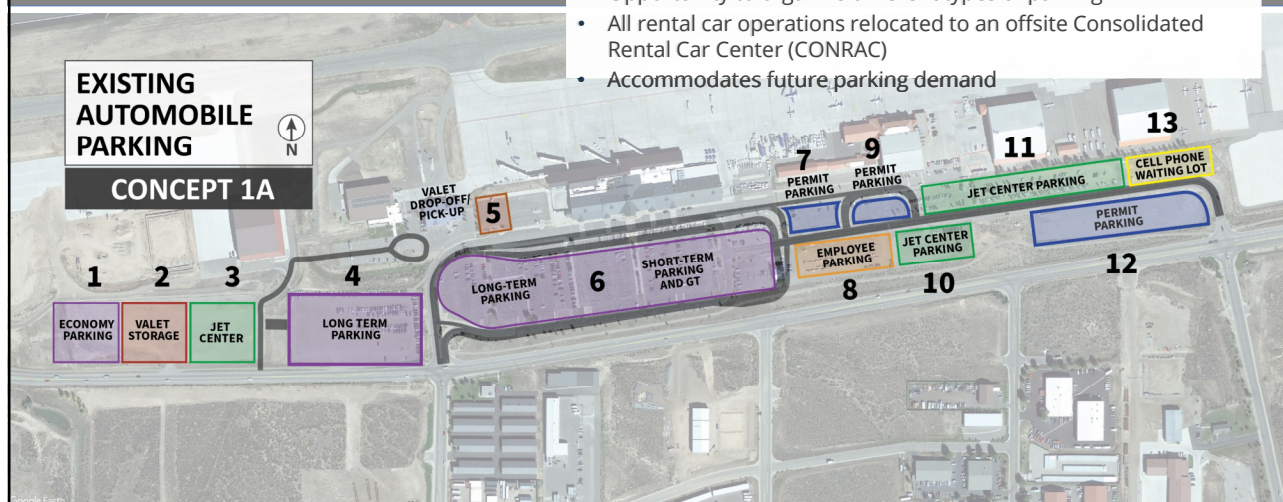


55

Parking Alternatives

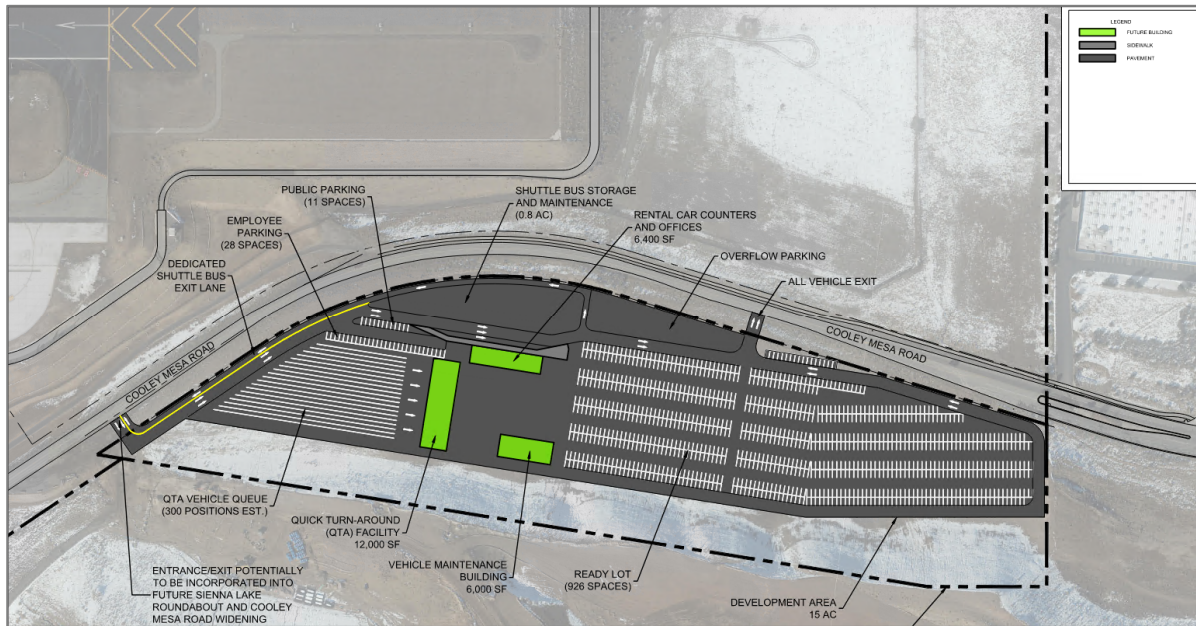
Key Features:

- Integrated circulation Concept 1A reduces overall parking by 13%
- Opportunity to organize different types of parking
- All rental car operations relocated to an offsite Consolidated Rental Car Center (CONRAC)
- Accommodates future parking demand



56

Consolidated Rental Car Center Concept



57

Questions, Comments?



58

RECOMMENDED ALTERNATIVES

59

Recommended Airside & Landside



60

Recommended Airside & Landside



61

Questions, Comments?



62

NEXT STEPS

63

Current Efforts

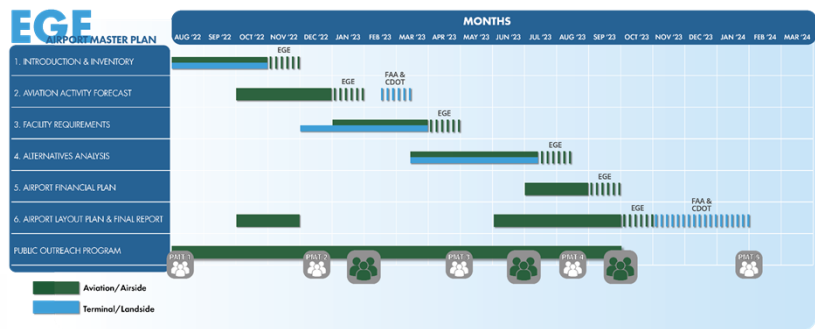
- Other Meetings
 - June 6th
 - GA Pilot/FBO Focus Group
 - Virtual Community Meeting – June 6th at 6pm
 - June 7th
 - Airport Staff Focus Group
 - Air Alliance briefing
 - Project Advisory Committee (PAC) Meeting
 - Terminal Building Tenants Focus Group
- Draft Facility Requirements and Alternatives Chapters are available online at www.egemasterplan.com
 - Please submit any review comments via the project website by **Wednesday June 21st**



64

Upcoming Work Effort

- Refinement of Recommended Alternatives
- Ongoing Community Outreach Efforts
- Development of Implementation Plan and Airport Layout Plan
- Final Series of Meetings: **October 2nd and 3rd**



65

Questions, Comments?

Please submit any review comments
via the project website by
Wednesday June 21st

www.egemasterplan.com

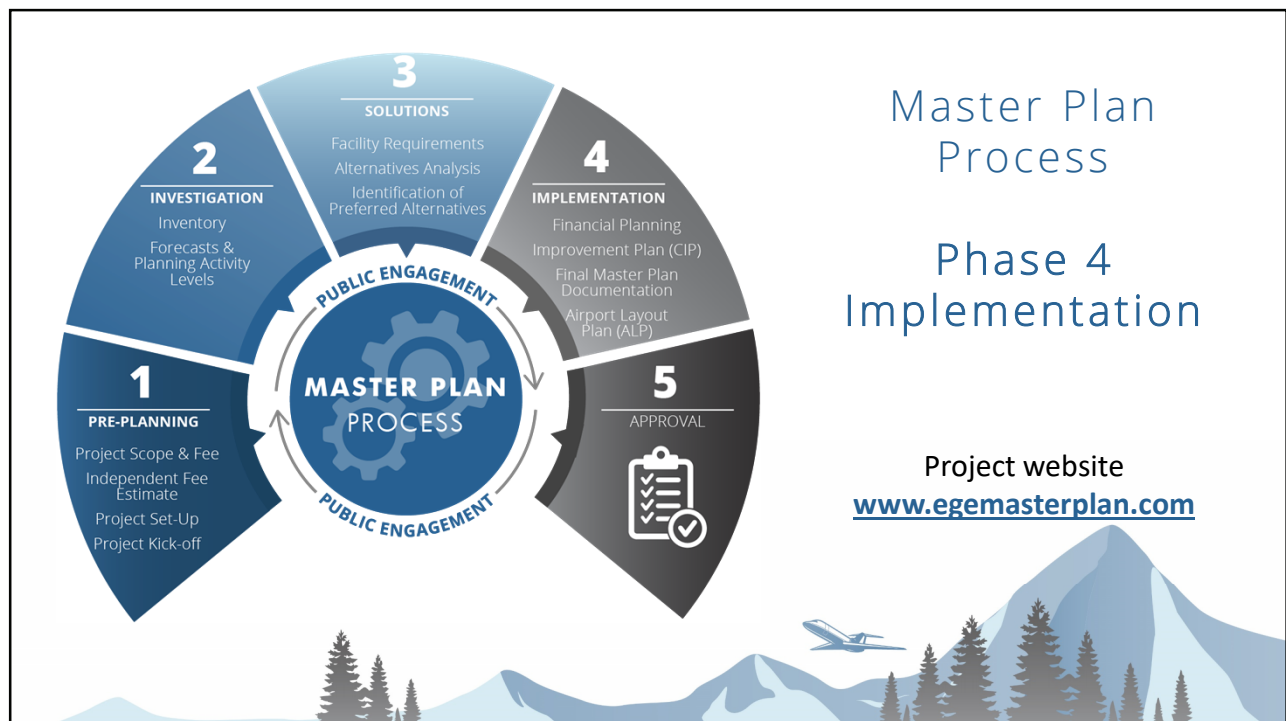


66





1



2

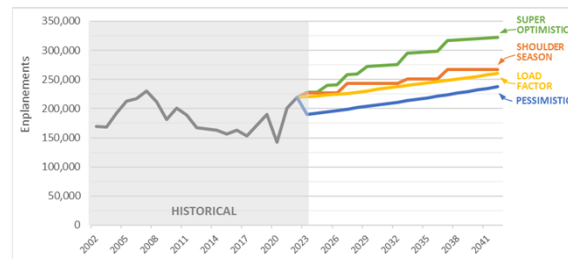
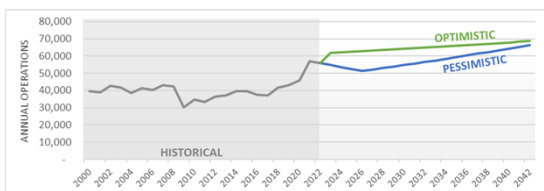
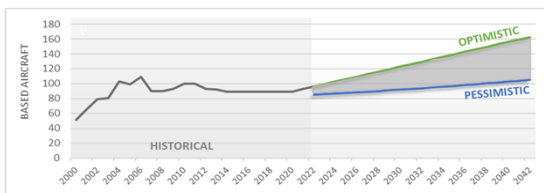
Community Outreach

- Project Advisory Committee Meetings
- Stakeholder Meetings
- Community Meetings
- Focus Group Meetings
- User, Tenant and Passenger Surveys
- Social Media Updates
- Press Releases
- Local Government Briefings
- FAA/CDOT collaboration
- Project website: www.egemasterplan.com
 - Public Comment Portal



3

Activity Demand Forecast



- Forecasting is used to identify potential future demand placed on facilities
- Provides key data to identify immediate, short-term and long-term facilities needs to meet the demand
- **Optimistic Scenarios have received FAA approval**

4

Sustainability at EGE: *Today*

Tenants are leading the way!

- **Signature Aviation – Vail Valley Jet Center**
 - Permanent supply of SAF
 - Eco-friendly facility (LEED-certified FBOs and LEED-certified hangars)
 - Achieve net zero emissions by 2050
- **Rent-A-Car Center**
 - Hertz - 80% electric fleet by 2025
 - Dollar/Thrifty - Fleet is currently 75% hybrid and 10% EV and plans to have 50% of their fleet fully electric by 2025; QTA facility operations are 100% solar powered with a water recycling system in place
- **Army National Guard**
 - High Altitude Aviation Training Site (HAATS) - follows the Army Net Zero Waste initiative
- **American Airlines**
 - Replace 10% of jet fuel with sustainable aviation fuel (SAF) by 2030
 - Reduce GHG emissions intensity by 45% by 2035
 - Achieve net zero emissions by 2050
- **Delta Airlines**
 - 10% SAF usage by end of 2030, 35% SAF usage by end of 2035, 95+% SAF usage by 2050
 - 100% net-zero operations using electrified GSE by 2050
 - 100% waste diversion from landfill
- **United Airlines**
 - Reduce carbon intensity by 50% by 2035
 - 100% SAF usage by 2046
 - A net zero goal of becoming 100% green by eliminating GHG emissions by 100% by 2050



EGE is integrating sustainability, resiliency, and GHG reduction goals across the board including integration in the Master Plan and Capital Improvement Plan

5

Sustainability at EGE: *Tomorrow*

Continue participation in Eagle County's Climate Action Plan

Develop EGE Sustainability Plan

- To include such things as:
 - Integrate sustainability language into Airport contracts/lease agreements
 - Develop climate action policies (green procurement, benchmarking, etc.) in partnership with Eagle County Resiliency
 - Reduce airport drought related impacts by adopting innovative indoor and outdoor water efficiency programs and strategies
 - Pursue on-site and off-site renewable energy sources - wind, solar, geothermal
 - Develop and implement an energy/carbon reduction plan, including consumption monitoring, reduction targets and auditing to monitor progress
 - Implement benchmarking for airport buildings to monitor, manage and report on energy uses and GHG emissions

Contribute to Energy Smart Colorado's ECO Credits program offsetting GHG emissions

Provide power supply for electrification of vehicles

Support the development of alternative fuels (SAF) & supporting infrastructure

6

AIRSIDE DEVELOPMENT

7

General Aviation Hangar Development

- Development of approximately seven (7) mid- to large-size general aviation hangars north of Runway 7/25 at east end
- Development of approximately 5 large corporate hangars and additional ramp south of Runway 7/25 at west end



8

Parallel Taxiway B & Maintenance Building

- New partial parallel Taxiway B
 - Extends between Taxiways A5 and A3
 - Construction/relocation of Taxiways B3, B4, and B5
 - Relocation of A2, A3, and A4 south of the runway to meet new FAA design standards
- Construction of new Maintenance Equipment Building



9

Hangar Development, SRE Expansion & Taxiway B Extension

- General Aviation Hangar development area on north side of runway, adjacent to Air Traffic Control Tower
- Could serve as location for 2nd Fixed Base Operator
- Snow Removal Equipment Building expansion
- Extension of Taxiway B to Runway 25 threshold



10

Complete Taxiway B & GA Development Area

- Completion of full length parallel Taxiway B to Runway 7 threshold
- Construction of additional general aviation development area on north side extending to Runway 7 threshold



11

Runway 7 Extension

- 1,000 feet extension of Runway 7/25 operations
- Runway 25 operations would be subject to constraints of existing terrain
- Not available for arrivals on Runway 7



12

PREFERRED TERMINAL DEVELOPMENT PLAN

13

Federal Inspection Services

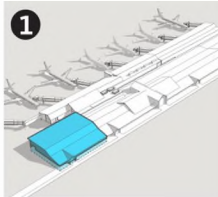
- Addition of Federal Inspection Services (FIS) - Customs Services
- Commercial Service and General Aviation International flights



14

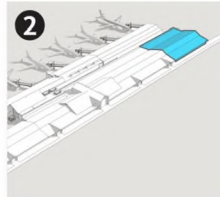
PHASING | MASSING

Eagle County Regional Airport



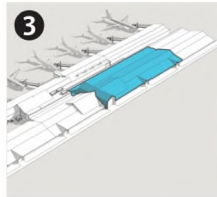
1 Bag Claim, Admin & GSE

Expand the volume west for additional capacity & also operational efficiency by having intermediate oversize bag slides between claim carousels. Administration space has also been relocated to the west end, in order to potentially be complete in an earlier phase. Ground Service Equipment also has the option to build underneath this footprint.



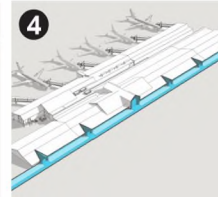
2 Bag Screening/Makeup

Build a separate new addition to the east of the current screening & makeup area. Once operational, the existing equipment can be decommissioned & the space used for expansion of public terminal spaces.



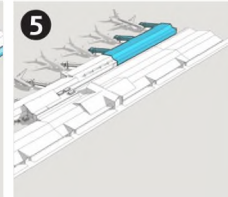
3 Ticketing, SSCP & ATO

Upgrade ticket counter program to have ample depth for modern industry standards (ie. queuing, bag drops, remote kiosk zones, etc). Add a lane & more queuing to the security checkpoint. Build new ATO space that is simple & organized.



4 Curbside

Capture additional perimeter space by relocating rental car & storage elsewhere. Provide 30 feet of depth from curb to doors, which is the industry standard. Glazing to bring in natural light to the vaulted interior space & also provide transparency to the exterior for passengers waiting to be picked up.



5 Airside

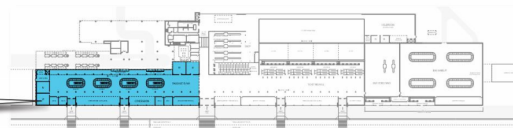
By extruding the concourse volume east, three new holdrooms with jet bridges serving them can be added to the upper level. One ground loaded gate remains on the lower level & open shell space provides future flexibility.

15

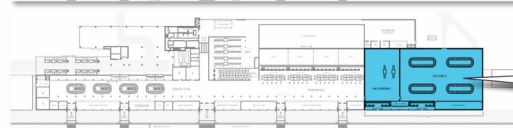
PHASING | PLANS

Eagle County Regional Airport

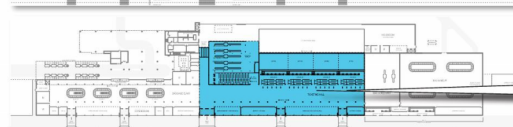
1 Bag Claim, Admin & GSE



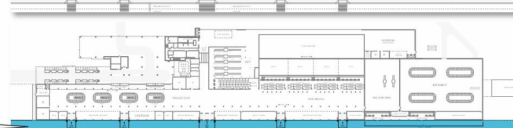
2 Bag Screening/Makeup



3 Ticketing, SSCP & ATO



4 Curbside



5 Airside



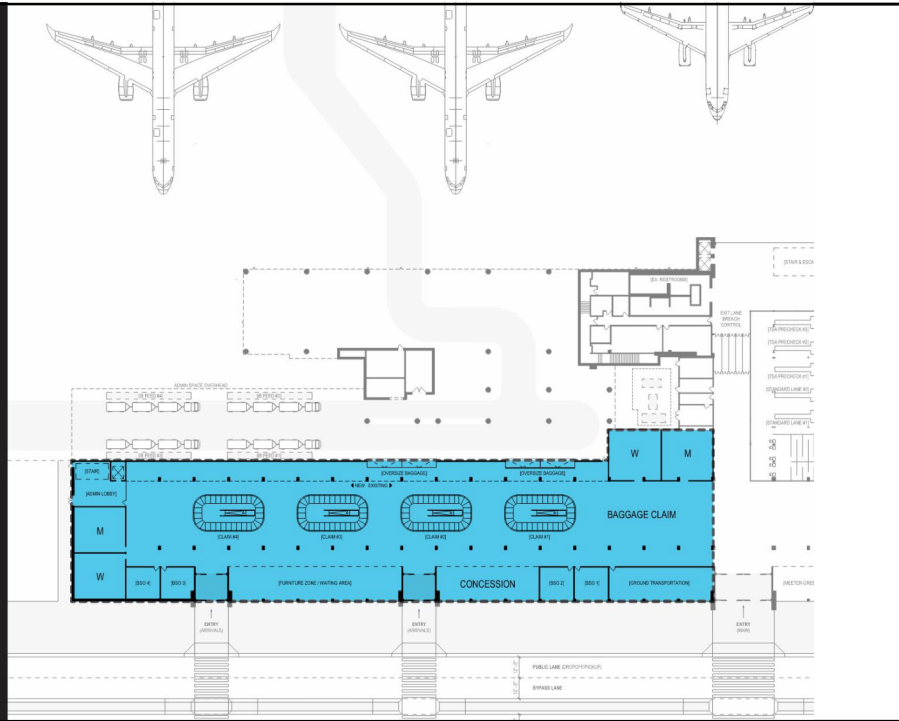
JAVIATION | Gensler | Eagle County Regional Airport | Airport Master Plan | 2

16

PHASE 1 | LEVEL 1

West expansion/renovation: Bag Claim

- Additional capacity added for baggage carousels
- New inclined belt system
- Centralized oversized bag slides
- New furniture/waiting areas
- Renovated restrooms to east, new restrooms to west
- Renovated ground transportation baggage service offices (BSO)
- Lobby/entry for Admin
- Re-located concession from the east to the west side

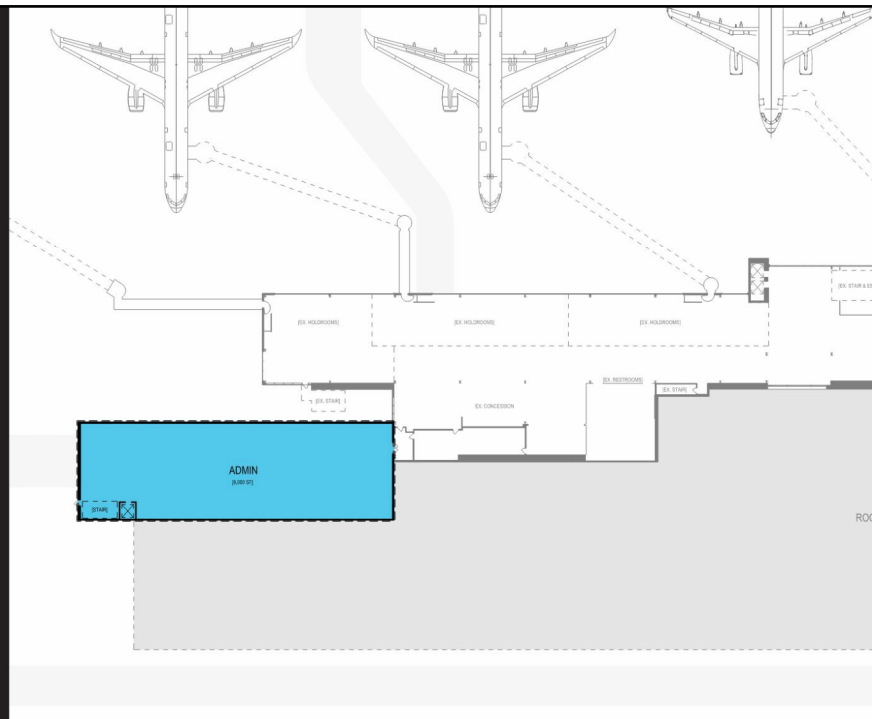


17

PHASE 1 | LEVEL 2

West expansion: re-locate Admin

- 9,500 sf new office space
- Adjacent/direct access to both landside & airside amenities
- Doubling capacity currently in ARFF building (5,000 sf existing)

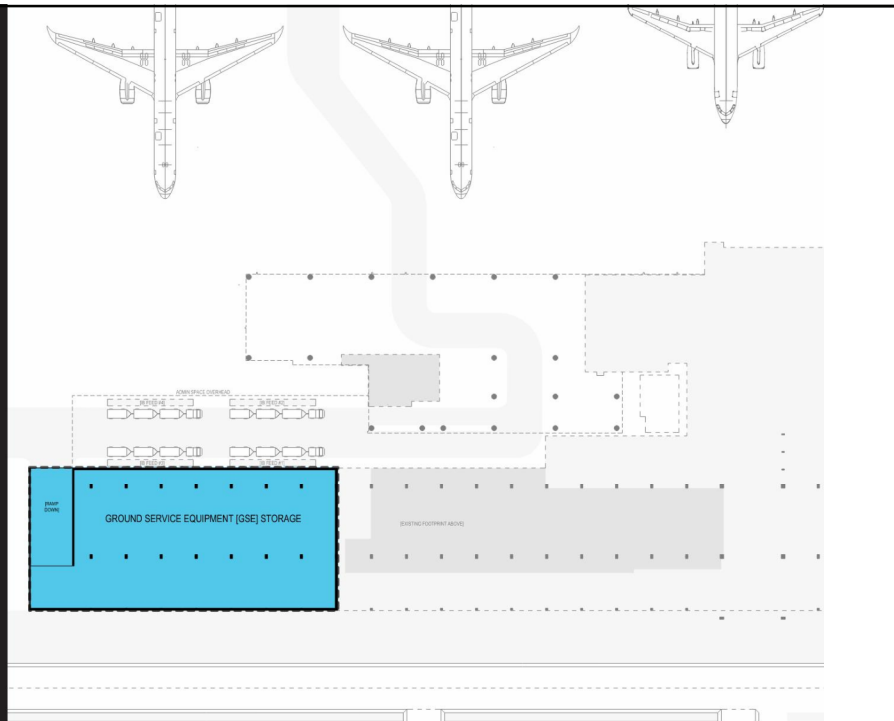


18

PHASE 1 | LEVEL 0

West expansion: re-locate GSE

- 15,000 sf new space
- Ramp down to basement level
- Provides accessibility to inbound baggage belt feeds

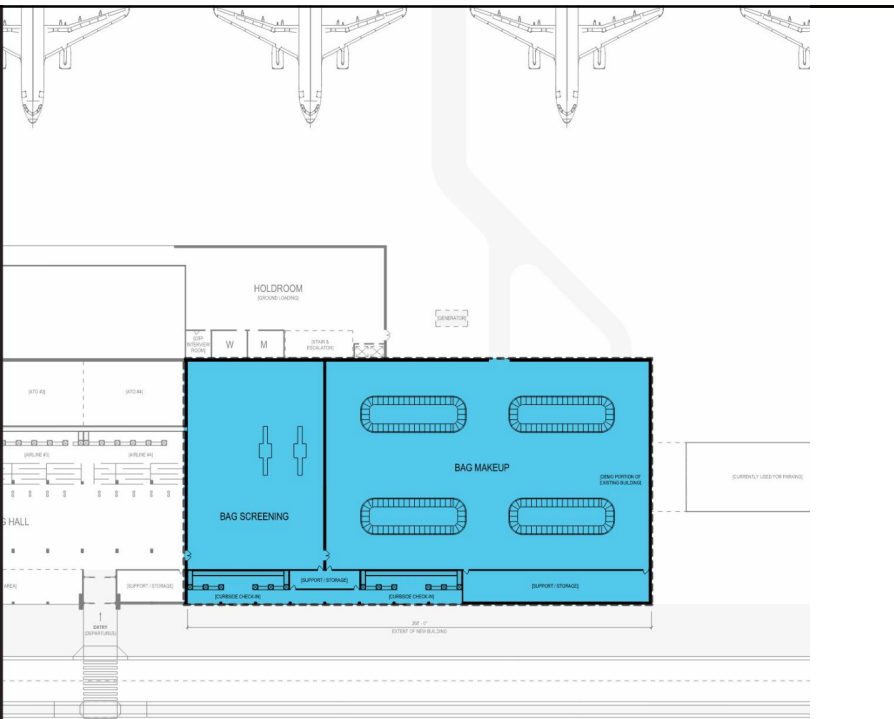


19

PHASE 2 | LEVEL 1

East Expansion: re-locate Bag Screening/Makeup

- Increased capacity
- New screening devices can handle 5x the amount of bags per hour
- Improved operational efficiency
- Inclined bag belt maze up to Level 2 screening led to delays/errors
- Loading dock & staging area for deliveries on southeast corner

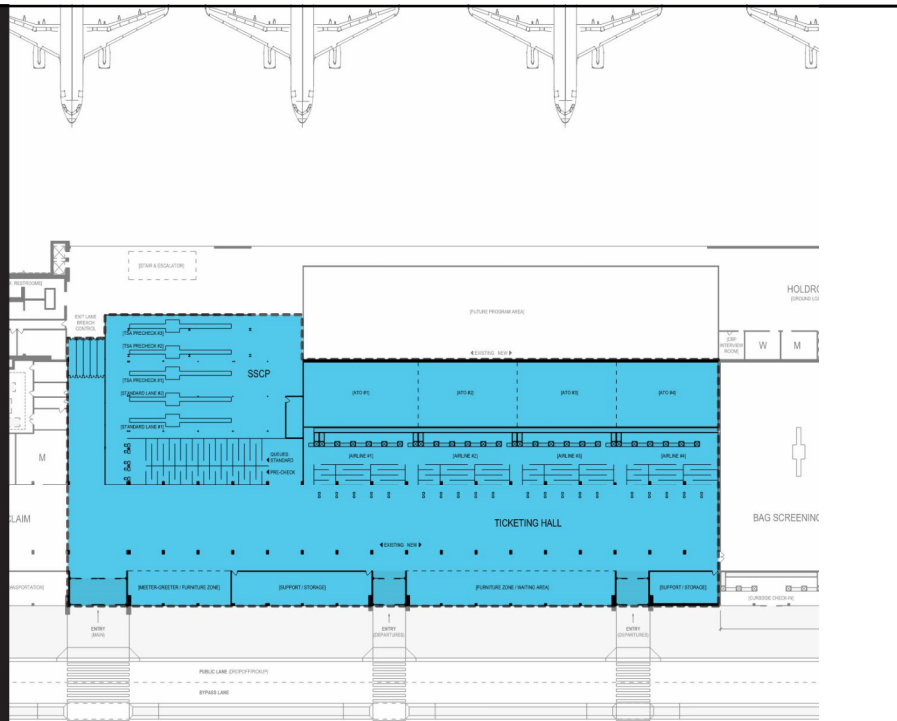


20

PHASE 3 | LEVEL 1

Central renovation/expansion: Ticketing Hall, SSCP & ATO

- Additional full-service counters, self-service kiosks, bag tag kiosks, bag drop inducts & queuing space throughout
- 9,400 sf of new ATO space, compared to 6,300 sf existing
- 5 security screening checkpoint lanes possible in the future
- Queuing contained, in lieu of overflowing into circulation space
- Automatic exit lanes to reduce TSA staffing position need

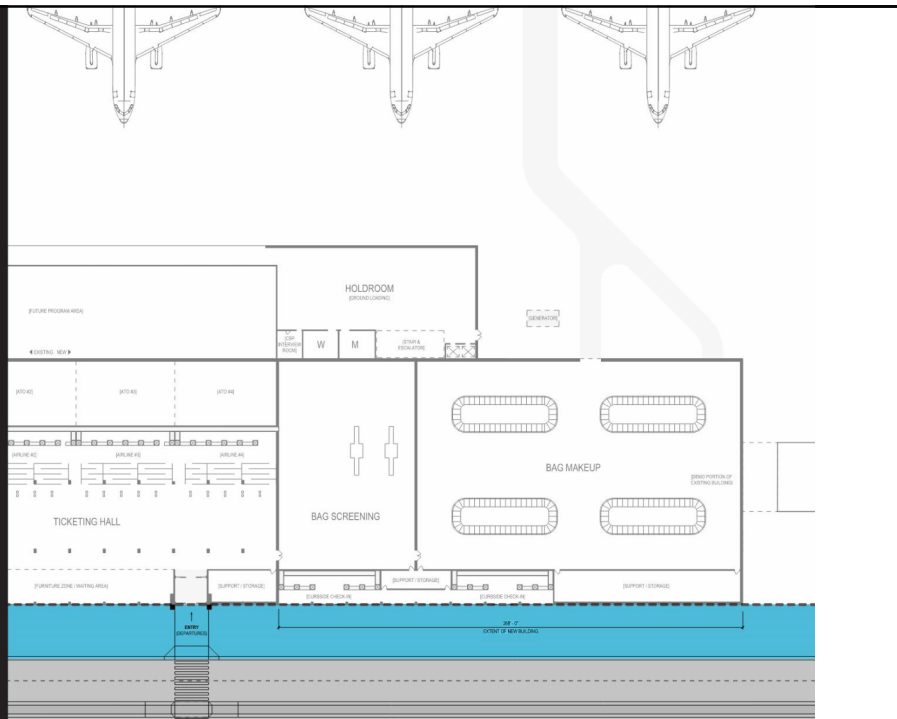


21

PHASE 4 | LEVEL 1

Curbside dropoff/pickup

- Additional capacity for all current & future airlines
- Includes both regular & oversize baggage dropoff
- Industry standard of 30 feet of depth between curb & edge of building

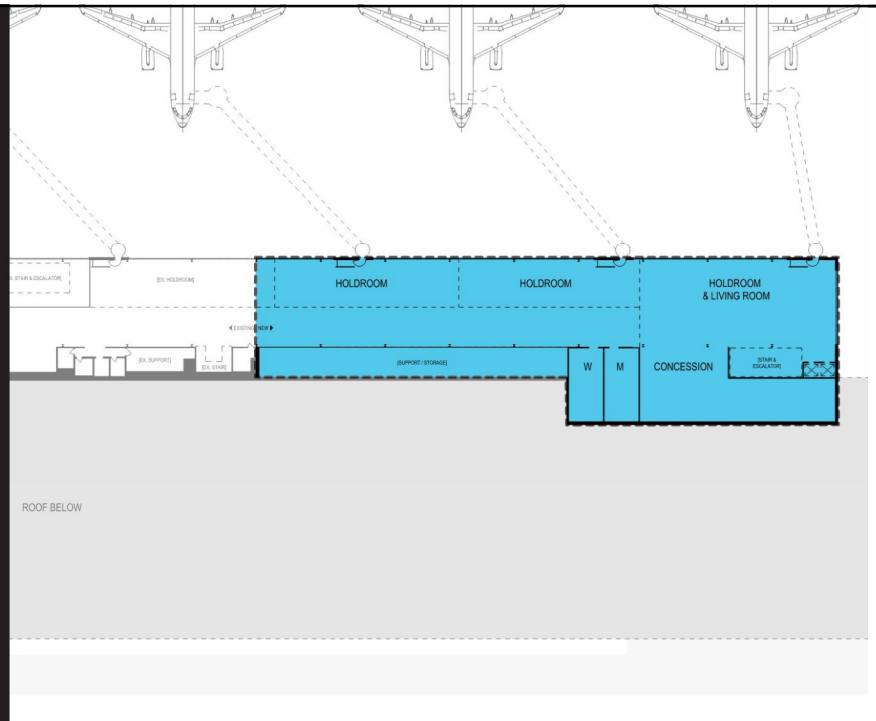


22

PHASE 5 | LEVEL 2

East expansion: Airside

- Capacity added for concourse
- 3 additional holdrooms @ Level 2 w/ jetbridges
- Concession & living room mirrors amenity space from previous concourse expansion on the west side
- Includes vertical circulation for passengers & services (deliveries)

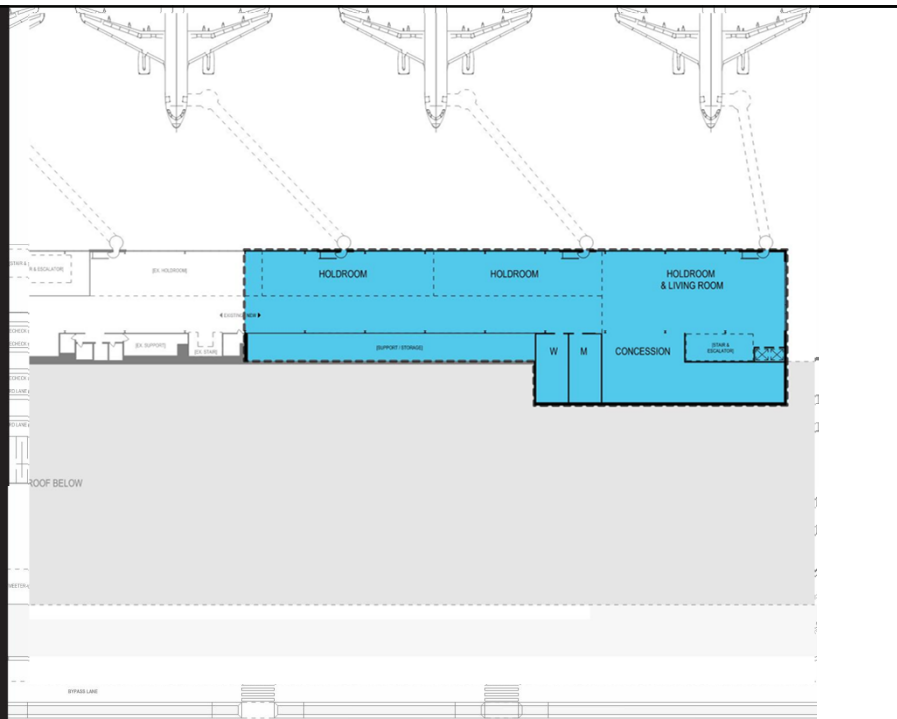


23

PHASE 5 | LEVEL 1

East expansion: Airside

- Re-located ground boarding holdroom @ Level 1
- Includes additional vertical circulation, restrooms, CBP interview room
- Future flexibility with shell program area



24

Preferred Terminal Facility Development



25

PREFERRED LANDSIDE ACCESS AND PARKING PLAN



26

Ground Transportation

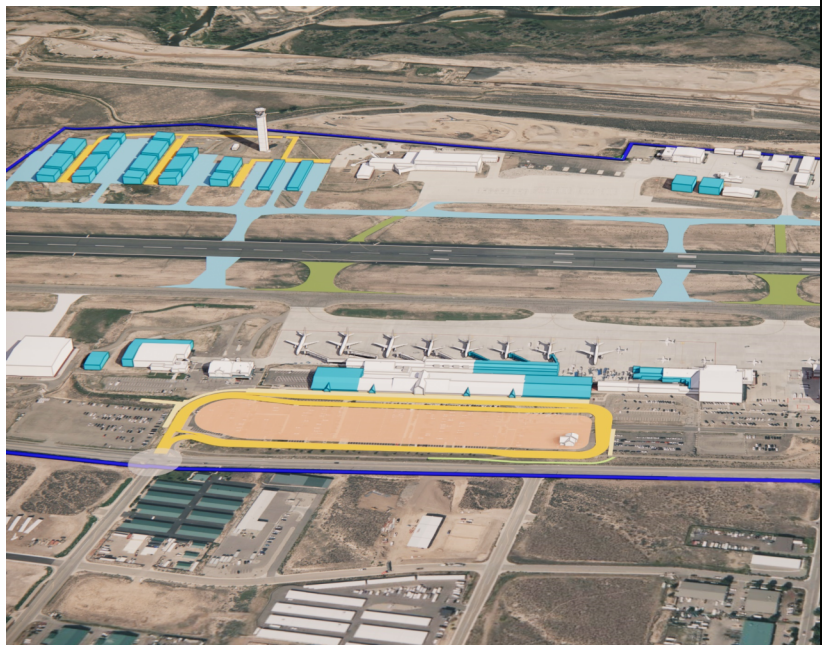
Numerous meetings held with Ground Transportation Providers

- Feedback included:
 - Concern over CONRAC concept
 - Use the customer perspective when considering rental car operations
 - Adjust rental car pickup to be closer to baggage claim
 - Streamline rental car return and QTA operations
 - Consider bus stop on Cooley Mesa Road opposed to inside of the terminal
 - Consider pick-up/drop-off for Lyft and Uber on the curb, with the most important being drop-off

27

Landside Access & Parking – Ph 1

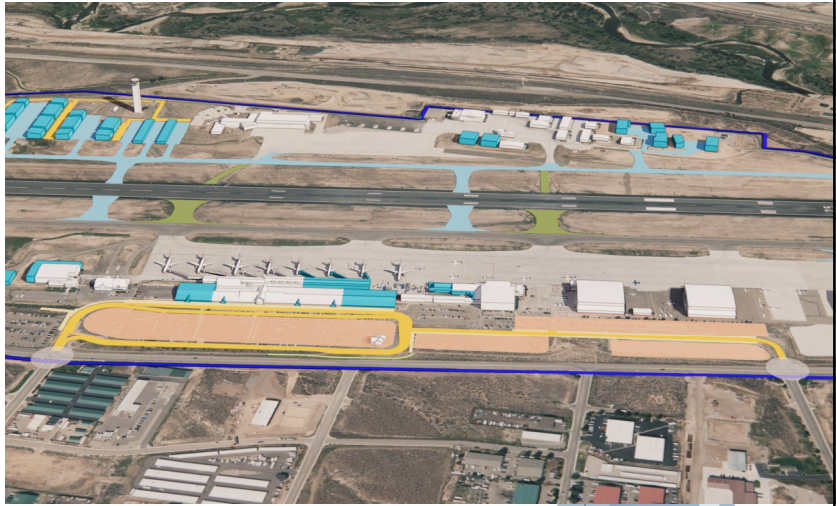
- Update and realignment of automobile ring road
- Improvements to associated parking areas
- Improvement at western intersection with Cooley Mesa Road
- Rental Car Quick Turnaround (QTA) facility phasing



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Landside Access & Parking - Ph 2

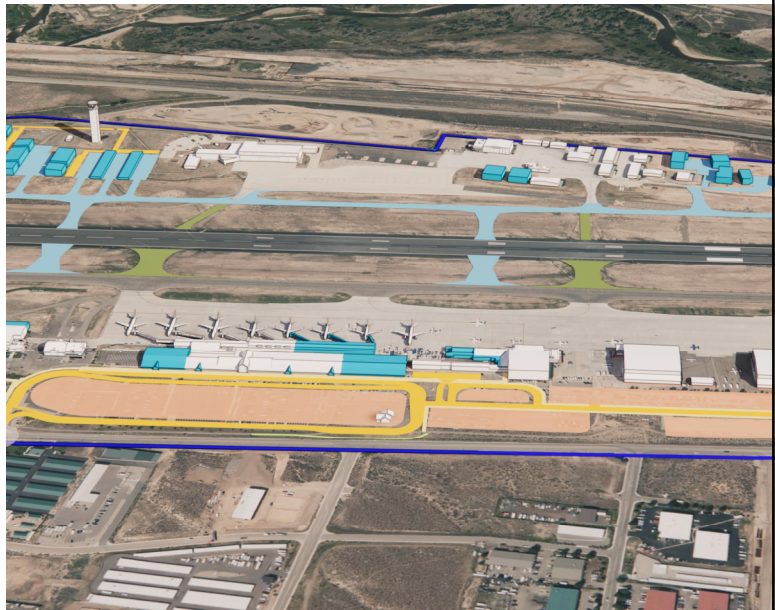
- Additional updates and realignments of auto ring road
- Additional improvement at eastern intersection with Cooley Mesa Road



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Landside Access & Parking – Ph 3

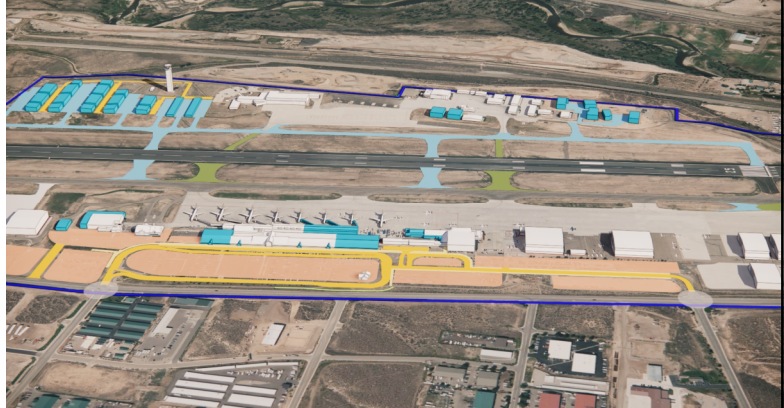
- Construction of new ring road for FIS facility
- Improvements to associated parking areas



30

Landside Access & Parking – Ph 4

- Construction of new service access road to the Snow Removal Equipment Building
- Improvements to associated parking areas



31

New Auto Parking Area

- New parking lot near approach end of Runway 25
- Will serve variety of operational functions that could include cell phone lot, terminal support, vehicle staging, rental car overflow



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FINANCIAL IMPLEMENTATION

33

Project Funding Sources

FAA

- Airport Improvement Program (AIP)
- Entitlement Grants
- Discretionary Grants
- Often 90/10 grants

State

- 65% of fuel tax is returned to the generating airport
- 30% is disbursed through a discretionary grant program (up to 90/10)
- 5% is retained for CDOT Aeronautics administrative costs

Local

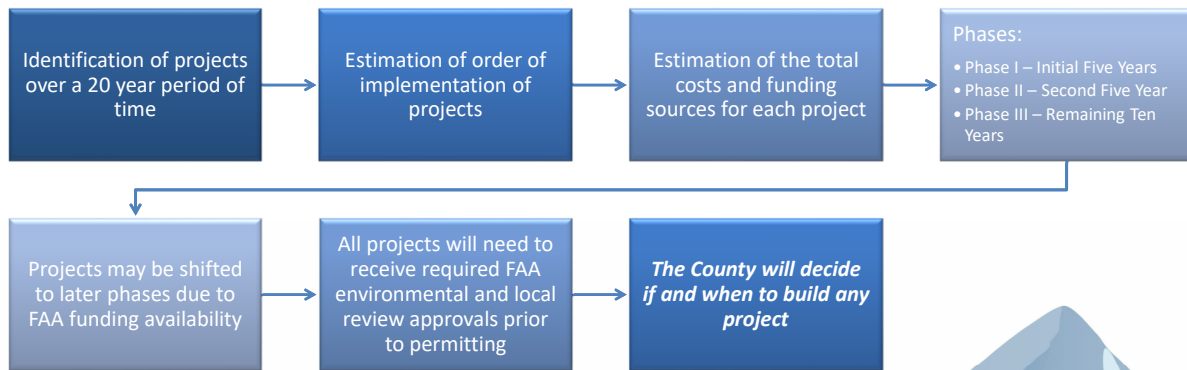
- Fee and Lease Revenues (including Airline Rates and Charges)
- Passenger Facility and Customer Facility Charges
- General Fund Revenue
- Debt Financing
- Private Funds
- Other Sources

EGE is a self-sustaining enterprise fund that does not receive any general fund revenue from Eagle County



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Financial Implementation Plan



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Phase I

Projects (\$1,000,000 & over)	Estimated Capital Costs	Funding Sources			
		Federal	State	Local	Other/Private
Taxiway A Rehabilitation/Lighting and Signage Improvement (Construction)	\$14,500,000	\$13,000,000	\$464,000	\$1,036,000	
Phase 2 Embankment for Future Parallel Taxiway B (Design and Construction)	\$2,222,222	\$2,000,000		\$222,222	
Federal Inspection Services (FIS) Facilities (Construction)	\$15,000,000			\$15,000,000	
Parallel Taxiway B with Relocation of Taxiways A2, A3, and A4 (Design)	\$1,000,000	\$900,000	\$50,000	\$50,000	
Phase 3 Embankment for Future Parallel Taxiway B (Design and Construction)	\$1,400,000	\$1,260,000	\$70,000	\$70,000	
Commercial Service Terminal Rehabilitation and Expansion – Phase I (Design)	\$2,000,000			\$2,000,000	
Phase 4 Parallel Taxiway B with Relocation of Taxiways A2, A3, and A4 (Construction)	\$14,000,000	\$12,600,000	\$250,000	\$1,150,000	
Maintenance Equipment Building	\$1,200,000			\$1,200,000	

Note: Estimates in 2023 dollars; Subject to adjustment/refinement

36

Phase I (continued)

Projects (\$1,000,000 & over)	Estimated Capital Costs	Funding Sources			
		Federal	State	Local	Other/Private
Transportation Security Administration (TSA) Exit Lane Technology Installation	\$1,000,000			\$1,000,000	
Commercial Service Terminal Rehabilitation and Expansion – Phase 1 (Construction)	\$20,000,000			\$20,000,000	
Phase 5 Parallel Taxiway B with Relocation of Taxiways A2, A3, and A4 (Construction)	\$3,000,000	\$2,700,000	\$150,000	\$150,000	
Acquire Aircraft Rescue & Fire Fighting Vehicle	\$1,300,000	\$1,170,000	\$65,000	\$65,000	
Commercial Service Terminal Area Landside Access and Parking – Phase 1 (Design and Construction)	\$17,000,000			\$17,000,000	
Runway 7/25 Rehabilitation with Lighting and Signage Improvements (Design)	\$1,000,000	\$900,000	\$50,000	\$50,000	
Ten (17) Projects under \$1,000,000 each	\$4,391,000			\$4,391,000	
Phase I Total	\$99,013,222	\$34,530,000	\$1,099,000	\$56,384,222	

Note: Estimates in 2023 dollars; Subject to adjustment/refinement

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Phase II

Projects	Estimated Capital Costs	Funding Sources			
		Federal	State	Local	Other/Private
Runway 7/25 Rehabilitation with Lighting and Signage Improvements (Construction)	\$12,000,000	\$10,800,000	\$250,000	\$950,000	
Concrete Apron Pavement Rehabilitation	\$2,000,000	\$1,800,000	\$100,000	\$100,000	
Commercial Service Terminal Rehabilitation and Expansion – Phase 2 (Design)	\$2,000,000			\$2,000,000	
Commercial Service Terminal Rehabilitation and Expansion – Phase 2 (Construction)	\$25,000,000			\$25,000,000	
Construct New Automobile Parking Lot on Cooley Mesa Road (Design and Construction)	\$18,000,000			\$18,000,000	
Commercial Service Terminal Area Landside Access and Parking – Phase 2 (Design and Construction)	\$12,000,000			\$12,000,000	
Pavement Maintenance	\$1,300,000	\$840,000	\$230,000	\$230,000	
Acquire Aircraft Rescue & Fire Fighting Vehicle	\$1,300,000	\$1,170,000	\$65,000	\$65,000	
Phase II Total	\$73,600,000	\$14,610,000	\$645,000	\$58,345,000	\$ 0

Note: Estimates in 2023 dollars; Subject to adjustment/refinement

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Phase III

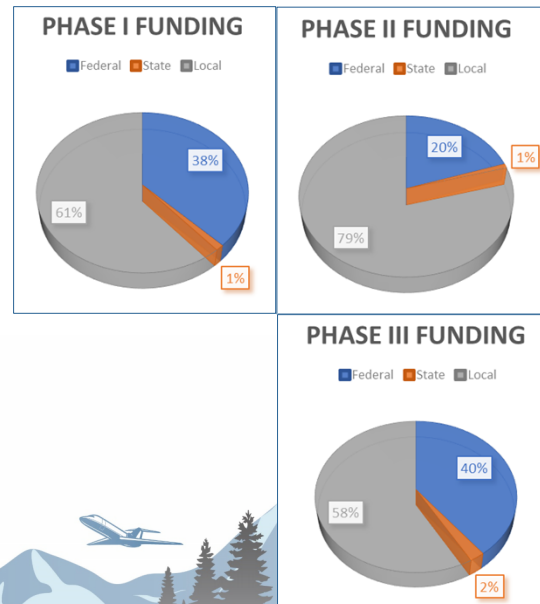
Projects	Estimated Capital Costs	Funding Sources			
		Federal	State	Local	Other/Private
Expand Snow Removal Equipment Building	\$3,000,000			\$3,000,000	
Access and Parking – Phase 3 (Design and Construction)	\$3,000,000			\$3,000,000	
Access and Parking – Phase 4 (Design and Construction)	\$13,000,000			\$13,000,000	
Commercial Service Terminal Rehabilitation and Expansion – Phase 3 (Design)	\$2,000,000			\$2,000,000	
Commercial Service Terminal Rehabilitation and Expansion – Phase 3 (Construction)	\$20,000,000			\$20,000,000	
Parallel Taxiway B – Phase 2 (Design and Construction)	\$4,000,000	\$3,600,000	\$200,000	\$200,000	
Parallel Taxiway B – Phase 3 (Design and Construction)	\$11,000,000	\$9,900,000	\$550,000	\$550,000	
Extend Runway 7/25 and Taxiways A and B 1,000' (Design and Construction)	\$17,000,000	\$15,300,000	\$850,000	\$850,000	
Phase III Total	\$73,000,000	\$28,800,000	\$1,600,000	\$42,600,000	
Grand Total	\$238,613,222	\$77,940,000	\$3,344,000	\$157,329,222	

Note: Estimates in 2023 dollars; Subject to adjustment/refinement

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Funding Prioritization

- FAA funding *eligibility* does not guarantee funding
- FAA generally prioritizes project funding “from the centerline of the runway out” or if a safety issue needs to be addressed
- EGE must compete for funding with all other airports in the national system
- EGE continues to place itself in a competitive position for funding by showing a consistent financial commitment to projects



40

NEXT STEPS

41

Current Efforts

- Other Meetings – October 2nd and 3rd
 - BoCC
 - GA Pilot/FBO Focus Group
 - Terminal Building Tenants Focus Group
 - Virtual Community Meeting
 - Airport Staff Focus Group
 - Air Alliance briefing
- Draft Financial Implementation and Airport Layout Plan Chapters are available online at www.egemasterplan.com
 - Please submit any review comments via the project website by **Wednesday October 18th**



42

Next Steps

- Submittal of Airport Layout Plan to the FAA for review and approval
 - Anticipate a minimum of 60 day review period
- Anticipate final documents to be completed by March 2024



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EAGLE COUNTY
Regional Airport

THANK YOU!

David Reid, Director of Aviation
Josh Miller, Deputy Director of Aviation

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