

Appendix B  
**FORECAST UPDATE**  
Colorado Springs Airport

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Appendix B  
**FORECAST UPDATE**  
Colorado Springs Airport

The purpose of this appendix is to document the forecast update for Colorado Springs Airport (COS) prepared in June 2013 after the planning was completed but by prior to the publication of this Technical Report. The previous forecast was prepared in the summer of 2010 and approved by FAA on September 23, 2010. In the fall of 2012, the FAA requested that airport management prepare a forecast update given the forecast approval was more than two years past. Airport management agreed that a forecast update was warranted given significant changes in air service at the Airport since the original forecast was prepared. The FAA approved the forecast update on August 16, 2013. A copy of the letter is included as the last page of this appendix.

**ENPLANED PASSENGERS**

Figure B-1 presents a chart showing annual enplaned passengers at COS—actuals for 2000 through 2012, a projection for 2013, and forecasts for 2014 through 2033, compared with the FAA 2013 Terminal Area Forecast (TAF) for the Airport.

The enplaned passenger forecasts are substantially lower than the TAF in 2013 and all subsequent years. The primary reason is a projected 20% decline in enplanements in 2013 due largely to the termination of service in April by Frontier Airlines.<sup>1</sup> Because of the 20% decline in 2013 enplanements, 2013 was adopted as the base year of the passenger forecast presented herein.<sup>2</sup>

The enplaned passenger average growth rate of 1.8% per year from 2013 to 2033 is somewhat lower than the increase forecast by the FAA in its TAF for the Airport—an average of 2.1% per year from Federal Fiscal Year (FFY) 2013 to FFY 2033.<sup>3</sup> The forecast update growth rate is lower as it is based on a “bottom-up” forecast of aviation demand. In other words, the Airport has prepared this forecast evaluating the individual airlines serving Colorado Springs, the markets they serve, and the characteristics of the local and regional economy. A more detailed comparison of the enplaned passenger forecast and the FAA TAF is presented later in this appendix.

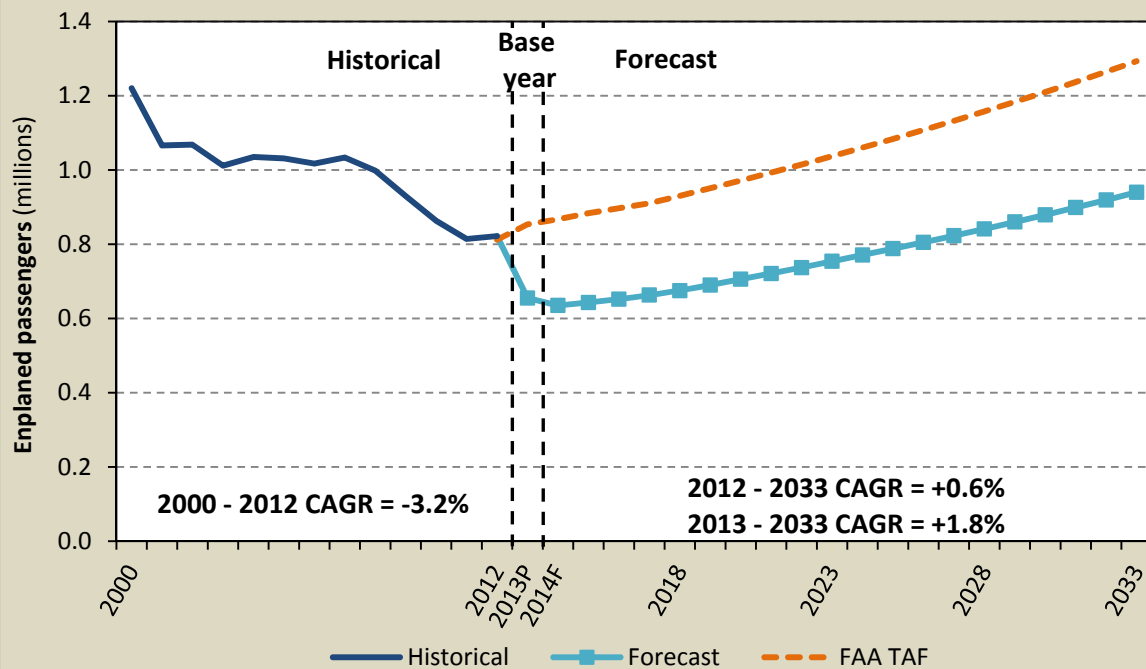
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<sup>1</sup> This forecast update was prepared in advance of the Alaska Airlines announcement of their intention to operate a nonstop flights between Colorado Springs and Seattle beginning in November 2013. Accordingly, the estimate for 2013 does not include the increase that may be expected as a result of this new service offering.

<sup>2</sup> The year 2013 was selected as the base year for the forecast as a more reasonable starting point for future activity given the 20% decline is expected to result in approximately 167 thousand fewer enplanements in 2013 relative to 2012.

<sup>3</sup> The Federal Fiscal Year begins on October 1 and ends on September 30.

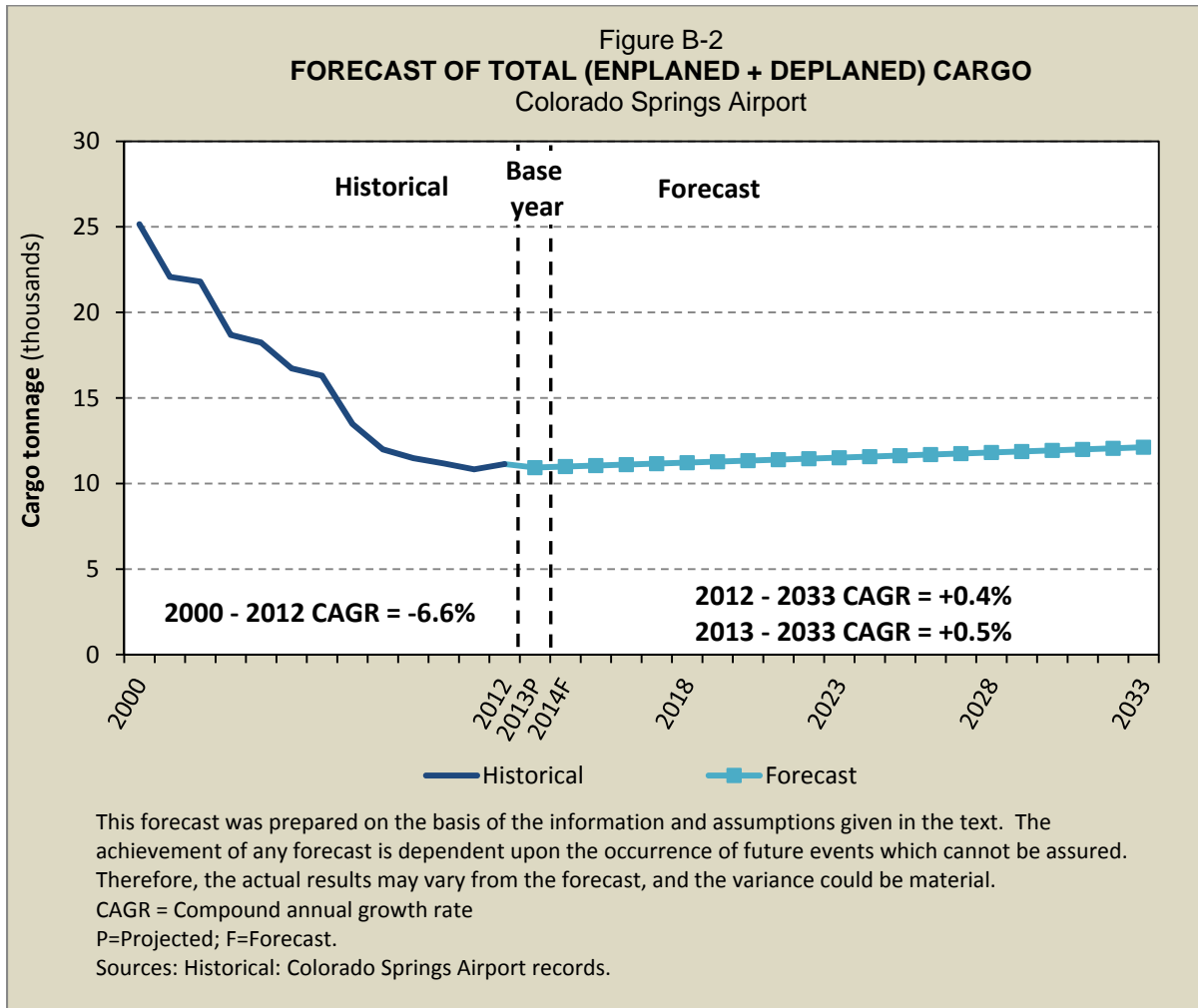
Figure B-1  
**COMPARISON OF ENPLANED PASSENGER FORECASTS**  
 Colorado Springs Airport



This forecast was prepared on the basis of the information and assumptions given in the text. The achievement of any forecast is dependent upon the occurrence of future events which cannot be assured. Therefore, the actual results may vary from the forecast, and the variance could be material.  
 CAGR = Compound annual growth rate  
 P=Projected; F=Forecast.  
 Sources: Historical: Colorado Springs Airport records.  
 Projected and Forecast: LeighFisher, June 2013.

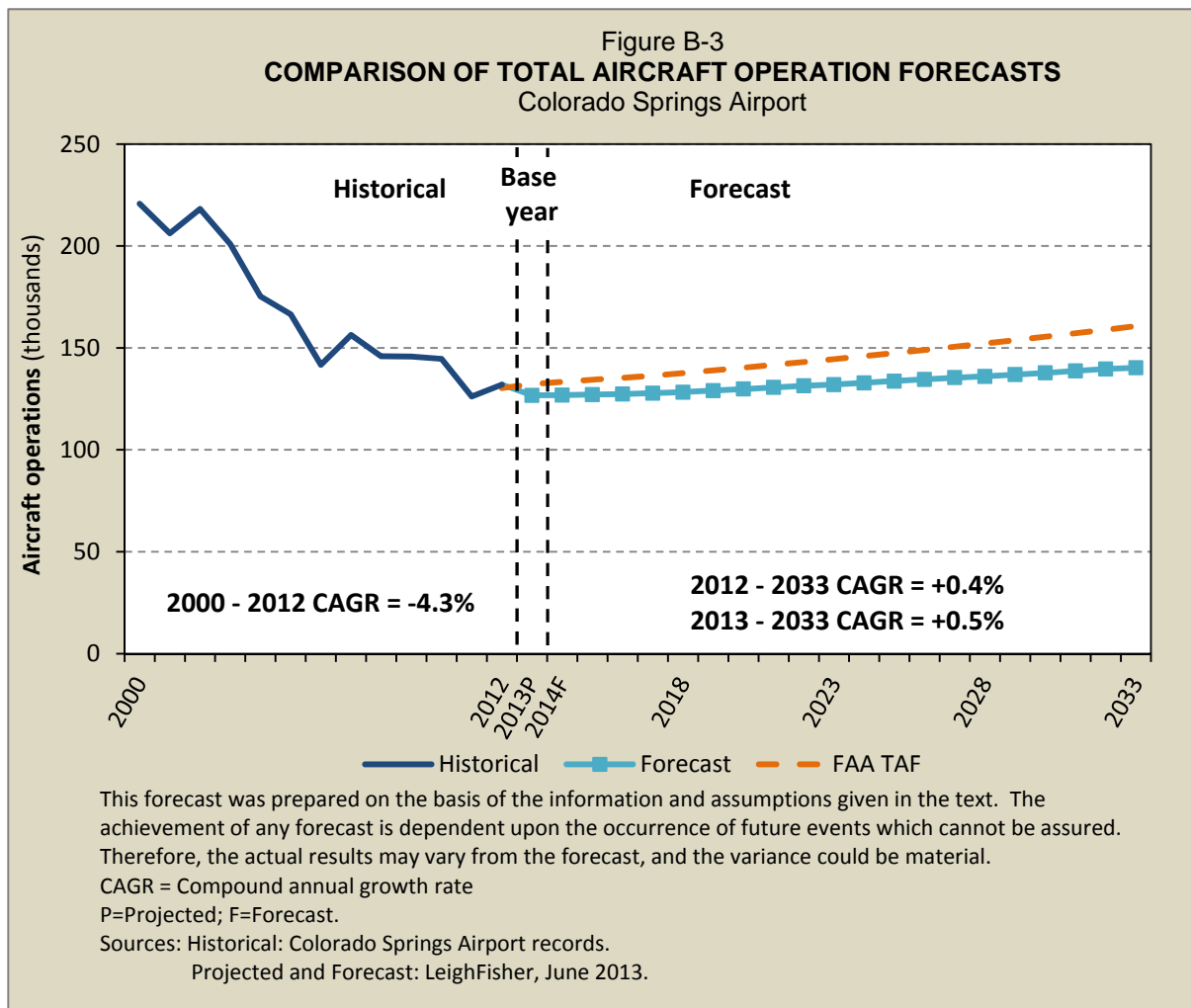
## AIR CARGO

Figure B-2 presents a chart showing historical air cargo tonnage for 2000 through 2012, a projection for 2013, and forecasts for 2014 through 2033. (The FAA does not prepare cargo forecasts for individual airports as part of the TAF.) Since 2000, the cargo industry nationwide and at COS has experienced significant changes related to: (1) the events of September 11, 2001; (2) the effects of the national and global economic recessions; (3) consolidation in the air cargo industry; (4) replacement of mainline aircraft with flights operated by smaller regional aircraft; and (5) an increasing trend in the volume of cargo transported by truck. All-cargo carriers transported virtually all cargo at the Airport in recent years and are forecast to account for all air cargo at the Airport through 2033. The cargo transported to and from the Airport is forecast to dip slightly (down 1.9%) in 2013 and then increase an average of 0.5% per year from 2013 to 2033.



## AIRCRAFT OPERATIONS

Figure B-3 presents a chart showing historical total aircraft operations for 2000 through 2012, a projection for 2013, and forecasts for 2014 through 2033, compared with the FAA TAF for the Airport. (Total aircraft operations include air carrier, air taxi and commuter, general aviation, and military takeoffs and landings.) The aircraft operations forecasts are somewhat lower than the TAF (e.g., -6.8% in 2018 and -8.7% in 2023). The forecast average growth rate in total aircraft operations of 0.5% per year between 2013 and 2033 is lower than the rate forecast by the FAA in its 2013 TAF for the Airport – an average of 1.0% per year from FFY 2013 to FFY 2033. A detailed comparison of the aircraft operations forecasts and the FAA TAF is presented later in this appendix.



## FORECAST DEMAND

The forecast of enplaned passengers was developed taking into account the economic basis for airline traffic, analyses of historical airline traffic, and an assessment of the key factors affecting future airline traffic that were discussed in the 2010 report. In general, changes in airline traffic at the Airport will occur as a function of i) changes in airline service and airfares at the Airport and Denver International Airport (DEN) and, in the longer term, ii) growth in the population and economy of the Airport service region.

It was assumed that continued development of airline service at the Airport will not be constrained by the availability of aviation fuel, long-term limitations in airline fleet capacity, limitations in the capacity of the air traffic control system or the Airport, or government policies or actions that restrict growth. Also considered were recent and potential developments in the national economy and in the air transportation industry as they have affected or may affect airline traffic at the Airport. It was also assumed that another low-cost carrier (LCC) will not replace Frontier's service at the Airport in the near term, and that the other airlines serving the Airport will not backfill the lost service.<sup>4</sup>

From 2015 through 2033, passenger numbers at the Airport were forecast to increase gradually on the basis of assumptions that:

- After relatively slow growth during the remainder of 2013 and 2014, the U.S. economy will experience higher growth thereafter, in line with current economic projections by the Congressional Budget Office
- The economy of the Colorado Springs MSA will grow at a rate comparable to that of the U.S. as a whole
- In the near term, the incumbent airlines will continue to serve the Airport consistent with airline schedules published in May 2013, with no material changes in routes, airfares, or aircraft operated
- In the longer term, the airlines currently serving the Airport will be financially viable and, together with those airlines that may introduce service in the future, will provide the seat capacity required to accommodate additional demand at the Airport
- The level of airline service and availability of generally lower airfares at DEN will continue to attract a substantial proportion of passengers traveling to and from the Airport service region

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<sup>4</sup> This forecast update was prepared in advance of the Alaska Airlines announcement of their intention to operate a nonstop flight between Colorado Springs and Seattle beginning in November 2013. Accordingly, the estimate for 2013 does not include the increase that may be expected as a result of this new service offering.

- Service at the Airport will increase only enough to accommodate increases in passengers, airfares will keep pace with inflation, and the market share split between COS and DEN will remain roughly constant, meaning that increases in passengers at COS will derive primarily from natural market growth through the forecast period
- All-cargo operators will handle all of the air cargo at COS through the forecast period; passenger airlines serving the Airport will carry a negligible amount of air cargo
- Aviation fuel prices will remain at levels that are historically high, but lower than the record prices reached in mid-2008
- A generally stable international political environment and safety and security precautions will ensure airline traveler confidence in aviation without imposing unreasonable inconveniences
- There will be no major disruption of airline service or airline travel behavior as a result of international hostilities or terrorist acts or threats

### **Projected Enplaned Passengers in 2013**

In 2013, the number of enplaned passengers at the Airport is projected to total 655,000, a 20.3% decrease from the 2012 total, reflecting actual data for the first 4 months of 2013 (January through April) and, for each of the incumbent airlines, published flight schedules available through March 2014 for the Airport and projected trends in passenger load factors.

### **Enplaned Passenger Forecasts**

The number of enplaned passengers at the Airport is forecast to increase an average of 1.8% per year between 2013 and 2033, from 655,000 in 2013 to 940,000 in 2033, as shown in Table B-1.

In general, the forecasts of enplaned passengers at COS were based on:

- A review of historical trends in enplaned passengers at COS
- Examination of enplaned passengers at DEN and the decreasing share of the combined 2-airport market served by COS
- An evaluation of low cost carrier service trends at DEN and the effect of that service on domestic originating passenger demand at COS
- Professional judgment in evaluating the reasonableness of the forecast results

Table B-1  
**FORECASTS OF ENPLANED PASSENGERS**  
 Master Plan Update  
 Colorado Springs Airport  
 2011 – 2033

	Historical		Projected	Forecast			
	2011	2012	2013	2018	2023	2028	2033
<b>Enplaned passengers</b>							
Mainline (a)	231,524	232,538	227,200	246,200	266,200	283,200	305,200
Regional affiliate	435,996	395,893	383,000	407,000	457,000	515,000	576,000
Low-cost carriers	<u>146,816</u>	<u>193,577</u>	<u>44,800</u>	<u>21,800</u>	<u>30,800</u>	<u>42,800</u>	<u>58,800</u>
	814,336	822,008	655,000	675,000	754,000	841,000	940,000
Compound annual growth rate		0.9%	(20.3%)	0.6%	2.2%	2.2%	2.3%
<b>Passenger airline aircraft departures</b>							
Mainline (a)	2,153	2,147	2,720	2,610	2,830	3,010	3,240
Regional affiliate	10,092	9,141	7,990	8,420	9,300	10,320	11,360
Low-cost carriers	<u>2,313</u>	<u>2,462</u>	<u>470</u>	<u>160</u>	<u>220</u>	<u>300</u>	<u>410</u>
	14,558	13,750	11,180	11,190	12,350	13,630	15,010
Compound annual growth rate		(5.6%)	(18.7%)	0.0%	2.0%	2.0%	1.9%
<b>Average daily airline passenger aircraft departures</b>							
Mainline (a)	6	6	7	7	8	8	9
Regional affiliate	28	25	22	23	25	28	31
Low-cost carriers	<u>6</u>	<u>7</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>
	40	38	31	31	34	37	41
Compound annual growth rate		(5.6%)	(18.7%)	0.0%	2.0%	2.0%	1.9%

This forecast was prepared on the basis of the information and assumptions given in the text. The achievement of any forecast is dependent upon the occurrence of future events which cannot be assured. Therefore, the actual results may vary from the forecast, and the variance could be material.

Note: The base year for the forecasts is 2013. Totals may not add due to rounding.

(a) Includes charters. In calendar year 2012, charter enplaned passengers represented less than 0.3% of total enplaned passengers. Accordingly, charters do not materially affect the forecast of passenger activity.

Sources: Historical: Colorado Springs Airport records. Projected and Forecast: LeighFisher, June 2013.

For the years 2014 through 2018:

- Leakage of passengers to DEN is relatively high due to its proximity to Colorado Springs, the greater choice of airline service available, and the generally lower airfares offered. Over the past 12 years, domestic origin-destination (O&D) passengers declined 34% at COS while increasing 44% at DEN; Table B-2 compares trends in O&D passengers at the two airports. The chart in Figure B-4 shows how COS' share of the combined 2-airport



domestic O&D passengers has decreased, but also how that share decline is projected to taper off in the 10 years after 2013.

- The effect of Frontier’s departure from the COS market will continue through April 2014, after which positive growth is projected to resume gradually. The magnitude of the capacity decline in the first quarter of 2014 is such, however, that the change in enplanements for the year as a whole will be negative.
- Passenger growth in years 2015 through 2018 reflects an improving growth trend as losses of share to DEN are expected to taper off in those years.

For the years 2019 through 2033:

- Forecasting longer-term traffic trends at the Airport is highly uncertain, depending in large measure on decisions by incumbent airlines to increase service and by new airlines to initiate service at the Airport. The FAA 2013 TAF rate of increase (+2.2%) was adopted for COS over the 15-year period; comparable to the rate of growth forecast for all U.S. airlines.

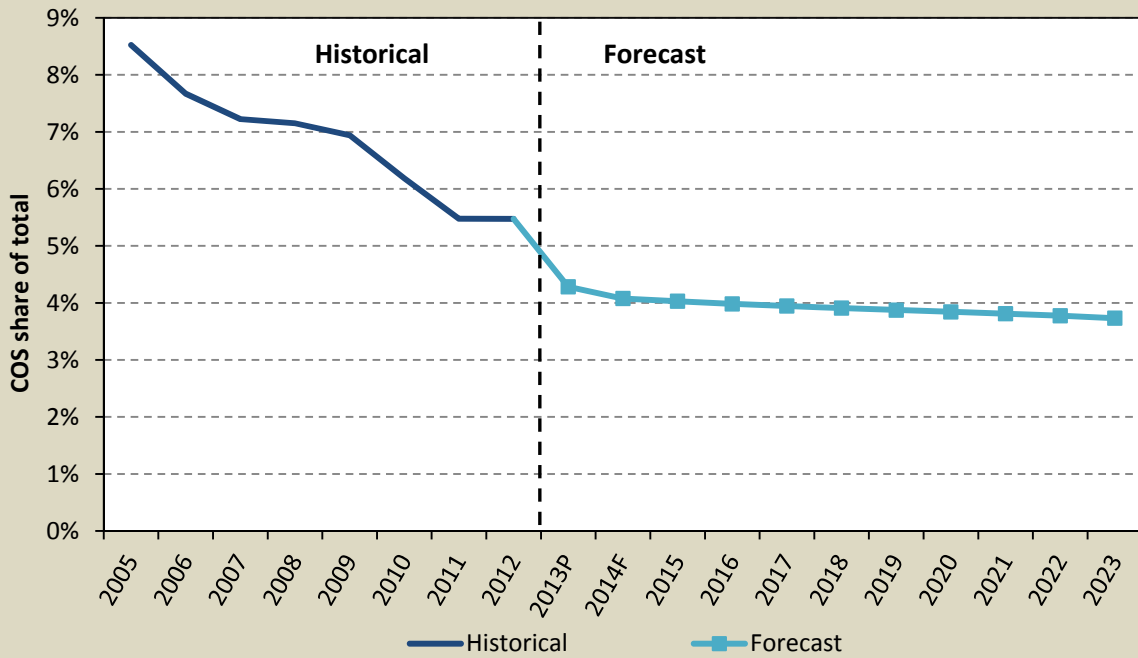
Table B-2  
**CHANGES IN DOMESTIC O&D PASSENGERS**  
 Colorado Springs Airport, Denver International Airport, and All U.S. Airports  
 (calendar years)

	Domestic O&D Passengers			Index: 2000=100		
	COS	DEN	U.S.	COS	DEN	U.S.
2000	1,121,920	8,916,680	432,335,400	100	100	100
2001	983,970	8,350,120	402,863,620	88	94	93
2002	983,420	8,496,290	391,376,110	88	95	91
2003	935,270	8,880,770	398,742,200	83	100	92
2004	953,360	9,799,960	434,868,990	85	110	101
2005	950,350	10,201,960	458,525,300	85	114	106
2006	925,630	11,141,510	461,584,640	83	125	107
2007	932,470	11,977,630	475,864,460	83	134	110
2008	909,900	11,816,300	451,467,270	81	133	104
2009	847,490	11,362,570	424,450,380	76	127	98
2010	781,100	11,856,470	428,005,900	70	133	99
2011	727,630	12,563,710	435,044,980	65	141	101
2012	744,900	12,867,220	437,445,540	66	144	101

Note: The 2011 and 2012 domestic passenger totals for COS do not match the totals shown in Tables B-1 and B-6 of this appendix because the data in this table is sourced from U.S. DOT survey estimates as opposed to the more exact totals from the Colorado Springs Airport records which are used throughout this appendix.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Figure B-4  
**COS SHARE OF COMBINED COS + DEN DOMESTIC O&D PASSENGERS**  
 Colorado Springs Airport



This forecast was prepared on the basis of the information and assumptions given in the text. The achievement of any forecast is dependent upon the occurrence of future events which cannot be assured. Therefore, the actual results may vary from the forecast, and the variance could be material.  
 P=Projected; F=Forecast.  
 Sources: Historical: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and

## Air Cargo Forecasts

Total cargo tonnage at the Airport is projected to decline 1.9% in 2013, from 11,135 tons in 2012 to 10,925 tons in 2013. Given the lack of growth in cargo tonnage at the Airport in recent years, a modest forecast rate of growth (0.5% per year, on average) was adopted for the years 2014 through 2033, resulting in a total of 12,115 tons in 2033, as shown in Table B-3. All-cargo airlines are forecast to account for all of the cargo tonnage during the forecast period.

Table B-3 FORECASTS OF TOTAL AIR CARGO Master Plan Update Colorado Springs Airport 2011 – 2033							
	Historical		Projected	Forecast			
	2011	2012	2013	2018	2023	2028	2033
<b>Total air cargo (tons)</b>							
All-Cargo airlines							
Integrated carrier	10,683	10,997	10,750	11,030	11,320	11,620	11,920
Regional feeder	<u>143</u>	<u>138</u>	<u>175</u>	<u>180</u>	<u>185</u>	<u>190</u>	<u>195</u>
	10,825	11,135	10,925	11,210	11,505	11,810	12,115
Passenger airlines	<u>0</u>	<u>0</u>	<u>0</u>	-	-	-	-
Total Airport—air cargo tonnage	10,826	11,135	10,925	11,210	11,505	11,810	12,115
Compound annual growth rate		2.9%	(1.9%)	0.5%	0.5%	0.5%	0.5%
<b>All-cargo airline aircraft departures</b>							
All-Cargo airlines							
Integrated carrier	514	514	510	525	540	555	570
Regional feeder	<u>366</u>	<u>506</u>	<u>340</u>	<u>405</u>	<u>415</u>	<u>425</u>	<u>440</u>
	880	1,020	850	930	955	980	1,010
Compound annual growth rate		15.9%	(16.7%)	1.8%	0.5%	0.5%	0.6%
<b>Cargo per operation (tons)</b>							
All-Cargo airlines							
Integrated carrier	10.4	10.7	10.5	10.5	10.5	10.5	10.5
Regional feeder	0.2	0.1	0.3	0.2	0.2	0.2	0.2
Total	6.2	5.5	6.4	6.0	6.0	6.0	6.0
This forecast was prepared on the basis of the information and assumptions given in the text. The achievement of any forecast is dependent upon the occurrence of future events which cannot be assured. Therefore, the actual results may vary from the forecast, and the variance could be material.							
Note: Includes enplaned and deplaned freight and mail, in tons.							
Sources: Historical: Colorado Springs Airport records. Projected and Forecast: LeighFisher, June 2013.							

## Aircraft Operations Forecasts

Passenger aircraft operations include total departures and arrivals performed using mainline and regional affiliate aircraft, as shown in Table B-4. Passenger airline aircraft operations were calculated by dividing the enplaned passenger forecasts by category (e.g., mainline, regional affiliate, and low cost carrier) by the estimated number of passengers enplaned per departure. In 2013, the average number of passengers enplaned per departure for the Airport as a whole was approximately 58. This number is expected to increase slowly over the forecast period based on an estimated increase in both the average number of seats per aircraft and the load factor, or percentage of available seats occupied by enplaned passengers. The average number of passengers enplaned per departure is expected to reach approximately 63 in 2033. Dividing the enplaned passenger forecasts by the forecast number of passengers enplaned per departure yields passenger airline aircraft departures. The forecast departures were then multiplied by two to yield passenger airline aircraft operations for each category of activity.

Passenger aircraft operations at the Airport are forecast to increase from 22,360 in 2013 to approximately 30,000 operations in 2033, as shown in Table B-4, representing an average increase of 1.5% per year. Mainline airline aircraft operations at the Airport are forecast to increase an average of 0.9% per year from 2013 to 2033, compared with an average increase of 1.8% per year for regional affiliates.

Cargo aircraft operations were forecast by estimating the average cargo per flight in each of the forecast years. In light of the stable nature of cargo services by FedEx and Key Lime Air in recent years, and the assumption that these services will continue through the forecast period, the average cargo carried on each flight was held constant at approximately 6 tons through 2033. Annual cargo aircraft operations are forecast to increase 0.9% per year, on average, from 1,700 in 2013 to 2,020 in 2033.

The numbers of aircraft operations by general aviation and the military for the years 2013 through 2033, forecast at the Airport by FAA in its 2013 TAF, were adopted for purposes of this forecast. Other aircraft activity (i.e., nonscheduled and ferry flights), which accounts for approximately 3% of all operations at the Airport, is forecast to increase at 1.1% per year.

Total aircraft operations at the Airport are forecast to increase 0.5% per year, on average, from 127,200 in 2013 to 140,740 in 2033.

Table B-4  
**FORECASTS OF TOTAL AIRCRAFT OPERATIONS BY TYPE**  
 Master Plan Update  
 Colorado Springs Airport  
 2011 – 2033

	Historical		Projected	Forecast			
	2011	2012	2013	2018	2023	2028	2033
<b>Passenger airline aircraft operations</b>							
Mainline (a)	4,306	4,294	5,440	5,220	5,660	6,020	6,480
Regional affiliate	20,184	18,282	15,980	16,840	18,600	20,640	22,720
Low cost carriers	4,626	4,924	940	320	440	600	820
<b>Total passenger operations</b>	<b>29,116</b>	<b>27,500</b>	<b>22,360</b>	<b>22,380</b>	<b>24,700</b>	<b>27,260</b>	<b>30,020</b>
Compound annual growth rate		(5.6%)	(18.7%)	0.0%	2.0%	2.0%	1.9%
<b>All-cargo airline aircraft operations</b>							
Air carrier	1,028	1,028	1,020	1,050	1,080	1,110	1,140
Air taxi	732	1,012	680	810	830	850	880
<b>Total all-cargo operations</b>	<b>1,760</b>	<b>2,040</b>	<b>1,700</b>	<b>1,860</b>	<b>1,910</b>	<b>1,960</b>	<b>2,020</b>
Compound annual growth rate		15.9%	(16.7%)	1.8%	0.5%	0.5%	0.6%
<b>A/DACG aircraft operations</b>							
	n.a.	552	500	500	500	500	500
Compound annual growth rate		-	(9.4%)	0.0%	0.0%	0.0%	0.0%
<b>General aviation operations</b>							
Itinerant	27,787	27,529	28,440	29,360	30,310	31,280	32,290
Local	26,262	28,565	28,920	29,090	29,270	29,450	29,630
<b>Total general aviation operations</b>	<b>54,049</b>	<b>56,094</b>	<b>57,360</b>	<b>58,450</b>	<b>59,580</b>	<b>60,730</b>	<b>61,920</b>
Compound annual growth rate		3.8%	2.3%	0.4%	0.4%	0.4%	0.4%
<b>Military operations</b>							
Itinerant	13,800	14,950	14,950	14,950	14,950	14,950	14,950
Local	22,644	26,328	26,330	26,330	26,330	26,330	26,330
<b>Total military operations</b>	<b>36,444</b>	<b>41,278</b>	<b>41,280</b>	<b>41,280</b>	<b>41,280</b>	<b>41,280</b>	<b>41,280</b>
<b>Other activity (b)</b>	<b>4,773</b>	<b>4,494</b>	<b>4,000</b>	<b>4,250</b>	<b>4,500</b>	<b>4,750</b>	<b>5,000</b>
<b>Total airport—aircraft operations</b>	<b>126,142</b>	<b>131,958</b>	<b>127,200</b>	<b>128,720</b>	<b>132,470</b>	<b>136,480</b>	<b>140,740</b>
Compound annual growth rate		4.6%	(3.6%)	0.2%	0.6%	0.6%	0.6%

This forecast was prepared on the basis of the information and assumptions given in the text. The achievement of any forecast is dependent upon the occurrence of future events which cannot be assured. Therefore, the actual results may vary from the forecast, and the variance could be material.

Notes: Aircraft operations include departures and arrivals; n.a. = not available.

(a) Includes charter airlines.

(b) Includes nonscheduled and empty flights. Other operations accounted for an average of 3.2% of total operations in 2011 and 2012 and are assumed to account for 3.2%-3.6% in future years.

Sources: Historical: City of Colorado Springs records; FAA TAF, January 2013.

Projected and Forecast: LeighFisher, June 2013.

## COMPARISON WITH THE FAA 2013 TAF

Table B-5 presents a comparison of the aviation demand forecasts prepared for COS and the Federal Aviation Administration's 2013 TAF for the Airport. The forecasts are compared for the components of total enplaned passengers, commercial aircraft operations and total aircraft operations. The format of Table B-5 is based on the template provided by the FAA for the comparison of airport planning forecasts and the TAF.<sup>5</sup> As required, the results are presented for the base year of 2013 and forecast horizon years which are equal to the base year, plus 1, 5, 10 and 15 years (2014, 2018, 2023, and 2028). The COS aviation demand forecasts were compared graphically with the FAA 2013 TAF in Figures B-1 and B-3 presented earlier.

The key findings of the comparison of the COS aviation demand forecasts with the FAA 2013 TAF are:

- The forecast of enplaned passengers for COS is lower than the TAF. The variance between the COS enplaned passenger forecast and the FAA 2013 TAF is 26.8% in 2014 and 27.4% in 2018, as shown in Table B-5.
- The forecast of commercial operations for COS is lower than the TAF by 18.8% in 2014 and 24.8% in 2018.
- The forecast of total aircraft operations for COS is lower than the TAF by 4.5% in 2014 and 6.5% in 2018.
- Overall, the COS aviation demand forecasts are substantially lower than the FAA 2013 TAF for the Airport, as explained earlier in this appendix.

Table B-6 presents a summary of the COS aviation demand forecasts using a second template provided by the FAA.

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<sup>5</sup> U.S. Department of Transportation, Federal Aviation Administration, *Forecasting Aviation Activity by Airport*, July 2001, and *Review and Approval of Aviation Forecasts*, June 2008, <http://www.faa.gov>.

Table B-5  
**FAA TAF FORECAST COMPARISON**  
 Master Plan Update  
 Colorado Springs Airport  
 2012 – 2028

	Year (a)	Colorado Springs Master Plan Update	FAA 2013 TAF	COS MPU vs. 2013 TAF (percent variance)
<b>Passenger Enplanements</b>				
Previous yr. (historical)	2012	822,008	811,984	1.2%
Base yr. (projected)	2013	655,000	853,228	(23.2)
Base yr. + 1yr.	2014	635,000	867,098	(26.8)
Base yr. + 5yrs.	2018	675,000	930,314	(27.4)
Base yr. + 10yrs.	2023	754,000	1,037,178	(27.3)
Base yr. + 15yrs.	2028	841,000	1,157,660	(27.4)
<b>Commercial Operations (b)</b>				
Previous yr. (historical)	2012	34,586	32,930	5.0%
Base yr. (projected)	2013	28,060	33,695	(16.7)
Base yr. + 1yr.	2014	27,970	34,453	(18.8)
Base yr. + 5yrs.	2018	28,490	37,894	(24.8)
Base yr. + 10yrs.	2023	31,110	43,646	(28.7)
Base yr. + 15yrs.	2028	33,970	50,164	(32.3)
<b>Total Operations (c)</b>				
Previous yr. (historical)	2012	131,958	130,302	1.3%
Base yr. (projected)	2013	127,200	132,333	(3.9)
Base yr. + 1yr.	2014	127,330	133,308	(4.5)
Base yr. + 5yrs.	2018	128,720	137,630	(6.5)
Base yr. + 10yrs.	2023	132,470	144,507	(8.3)
Base yr. + 15yrs.	2028	136,480	152,180	(10.3)

(a) The Colorado Springs Master Plan Update was prepared on a calendar year basis and the FAA 2013 TAF was prepared on a U.S. government fiscal year basis (October through September).

(b) Commercial operations include operations by passenger airlines, all-cargo airlines, and air taxi operators.

(c) Total operations include commercial operations plus operations by general aviation and military.

Sources: Previous year 2012 (historical): City of Colorado Springs.

COS MPU Forecasts: LeighFisher, June 2013.

FAA TAF, January 2013.

Table B-6  
**SUMMARY OF TRAFFIC FORECASTS USING FAA TEMPLATE**  
 Master Plan Update  
 Colorado Springs Airport

	Historical	Projected	Forecast				Average annual compound growth rates			
	Previous year	Base year	Base year + 1 year	Base year + 5 years	Base year + 10 years	Base year + 15 years	Base year to +1 year	Base year to +5 years	Base year to +10 years	Base year to +15 years
	2012	2013	2014	2018	2023	2028	2013-2014	2013-2018	2013-2023	2013-2028
<b>Passenger enplanements</b>										
Air carrier (a)	426,115	272,000	255,000	268,000	297,000	326,000	(6.3%)	(0.3%)	0.9%	1.2%
Commuter (b)	<u>395,893</u>	<u>383,000</u>	<u>380,000</u>	<u>407,000</u>	<u>457,000</u>	<u>515,000</u>	(0.8)	1.2	1.8	2.0
Total	822,008	655,000	635,000	675,000	754,000	841,000	(3.1)	0.6	1.4	1.7
<b>Aircraft operations</b>										
<u>Itinerant</u>										
Air carrier (a)	10,695	7,800	6,735	7,015	7,630	8,205	(13.7%)	(2.1%)	(0.2%)	0.3%
Commuter/air taxi (b)	<u>23,339</u>	<u>20,260</u>	<u>21,235</u>	<u>21,475</u>	<u>23,480</u>	<u>25,765</u>	4.8	1.2	1.5	1.6
Total commercial operations	34,034	28,060	27,970	28,490	31,110	33,970	(0.3)	0.3	1.0	1.3
General aviation	27,529	28,440	28,630	29,360	30,310	31,280	0.7	0.6	0.6	0.6
Military	15,502	15,450	15,450	15,450	15,450	15,450	-	-	-	-
<u>Local</u>										
General aviation	28,565	28,920	28,950	29,090	29,270	29,450	0.1%	0.1%	0.1%	0.1%
Military	<u>26,328</u>	<u>26,330</u>	<u>26,330</u>	<u>26,330</u>	<u>26,330</u>	<u>26,330</u>	-	-	-	-
Total operations	131,958	127,200	127,330	128,720	132,470	136,480	0.1	0.2	0.4	0.5
<b>Cargo/mail (enplaned + deplaned tons)</b>	11,135	10,925	10,985	11,210	11,505	11,810	0.5%	0.5%	0.5%	0.5%
<b>Based Aircraft</b>	250	256	261	283	312	342	2.0%	2.0%	2.0%	1.9%
<b>Operational factors</b>										
<b>Average aircraft size (seats)</b>										
Air Carrier (a)	126.2	126.2	127.0	127.2	127.7	128.4				
Commuter (b)	56.9	57.3	58.0	62.0	63.0	64.0				
<b>Average enplaning load factor</b>										
Air Carrier (a)	72.2%	66.2%	76.0%	76.1%	76.4%	76.7%				
Commuter (b)	76.2%	83.7%	78.0%	78.0%	78.0%	78.0%				
<b>GA operations per based aircraft</b>	224	224	221	207	191	178				

Note: The Colorado Springs Master Plan Update was prepared on a calendar year basis and the FAA 2013 TAF is prepared on a U.S. government fiscal year basis (October through September).

(a) Includes mainline, low cost carrier, and charter airline activity as summarized in the previous tables in this report.

(b) Includes regional affiliate airline activity, which includes flights using regional aircraft with more than 60 seats.

Sources: Previous year 2012 (historical)—City of Colorado Springs records. COS MPU Forecasts—LeighFisher, June 2013. FAA TAF, January 2013.





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Denver Airports District Office  
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August 16, 2013

Neal Ralston, A.A.E.  
Acting Aviation Assistant Director, Planning & Development  
Colorado Springs Airport  
Airport Development Office  
7770 Milton E. Proby Parkway, Suite 50  
Colorado Springs, Colorado 80916

Colorado Springs Airport  
Colorado Springs, Colorado  
AIP Project No. 3-08-0010-049  
Approval of Revised Forecast

Dear Mr. Ralston:

The Federal Aviation Administration has completed its review of the revised aviation forecast for the Colorado Springs Airport, dated July 3, 2013. We found it to be supported by reasonable planning assumptions and current data and developed using appropriate forecasting methodologies. Accordingly, this revised forecast is approved for use in the Colorado Springs Airport Master Plan Study.

If you have any questions concerning this matter, please contact me at (303) 342-1264 or by email at [linda.bruce@faa.gov](mailto:linda.bruce@faa.gov).

Sincerely,

A handwritten signature in cursive script that reads "Linda A. Bruce".

Linda A. Bruce  
Community Planner, Colorado

cc: Marc Miller, DEN-616