

Chapter 3
AVIATION DEMAND FORECAST
Colorado Springs Airport

This chapter presents two forecasts of aviation activity in support of the Master Plan Update for Colorado Springs Airport (the Airport or COS). Both forecasts presented are “unconstrained” and, therefore, do not include specific assumptions about physical, regulatory, environmental or other impediments to aviation activity growth. The first was prepared in the summer of 2010, hereafter referred to as the “original forecast,” and the second prepared in the summer of 2013, hereafter referred to as the “forecast update.”

The original forecast was approved by FAA on September 23, 2010, and 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 dramatic changes in air service at the Airport since the original forecast was prepared. The FAA approved the forecast update in August 2013.

This chapter includes a brief summary of the forecast update and the more detailed documentation of the original forecast.

FORECAST UPDATE (2013)

The following three sections summarize the forecast update in terms of enplaned passenger, air cargo tonnage, and aircraft operations. For enplaned passengers and aircraft operations, the forecast update projections are compared to the FAA 2013 Terminal Area Forecast (TAF). Appendix B to this document provides more detail regarding the forecast update, including a detailed listing of assumptions and a more complete comparison to the FAA 2013 TAF.

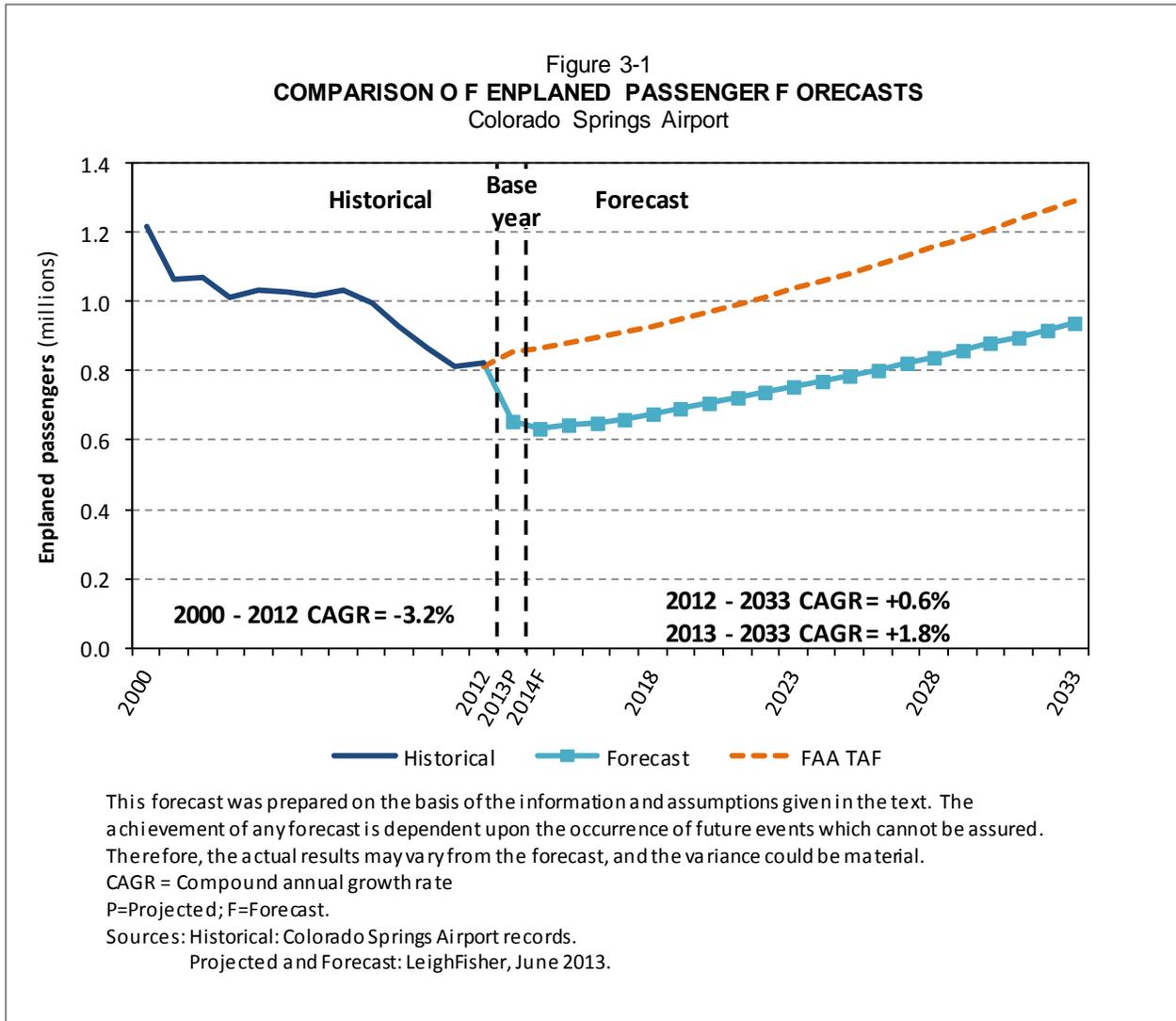
Enplaned Passengers

Figure 3-1 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 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.¹ Because of the 20% decline in 2013 enplanements, 2013 was adopted as the

¹ 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.

base year of the passenger forecast presented herein.²



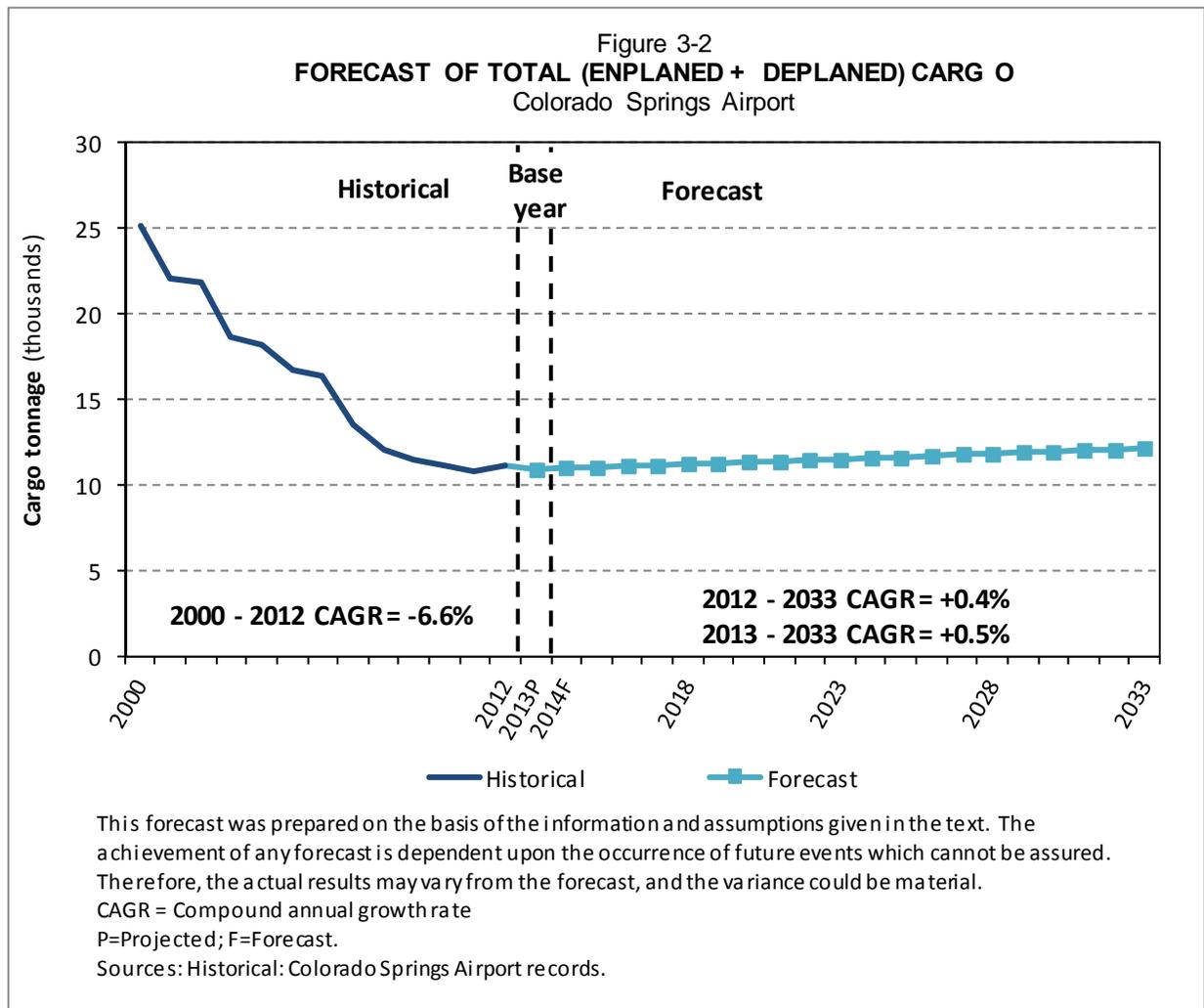
The enplaned passenger average growth rate of 1.8% per year from 2013 to 2033 is somewhat lower than the increase forecast by the FAA in its TAF for the Airport – an average of 2.1% per year from Federal Fiscal Year (FFY) 2013 to FFY 2033.³ The forecast update growth rate is lower as it is based on a “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 in Appendix B.

² 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.

³ The Federal Fiscal Year begins on October 1 and ends on September 30.

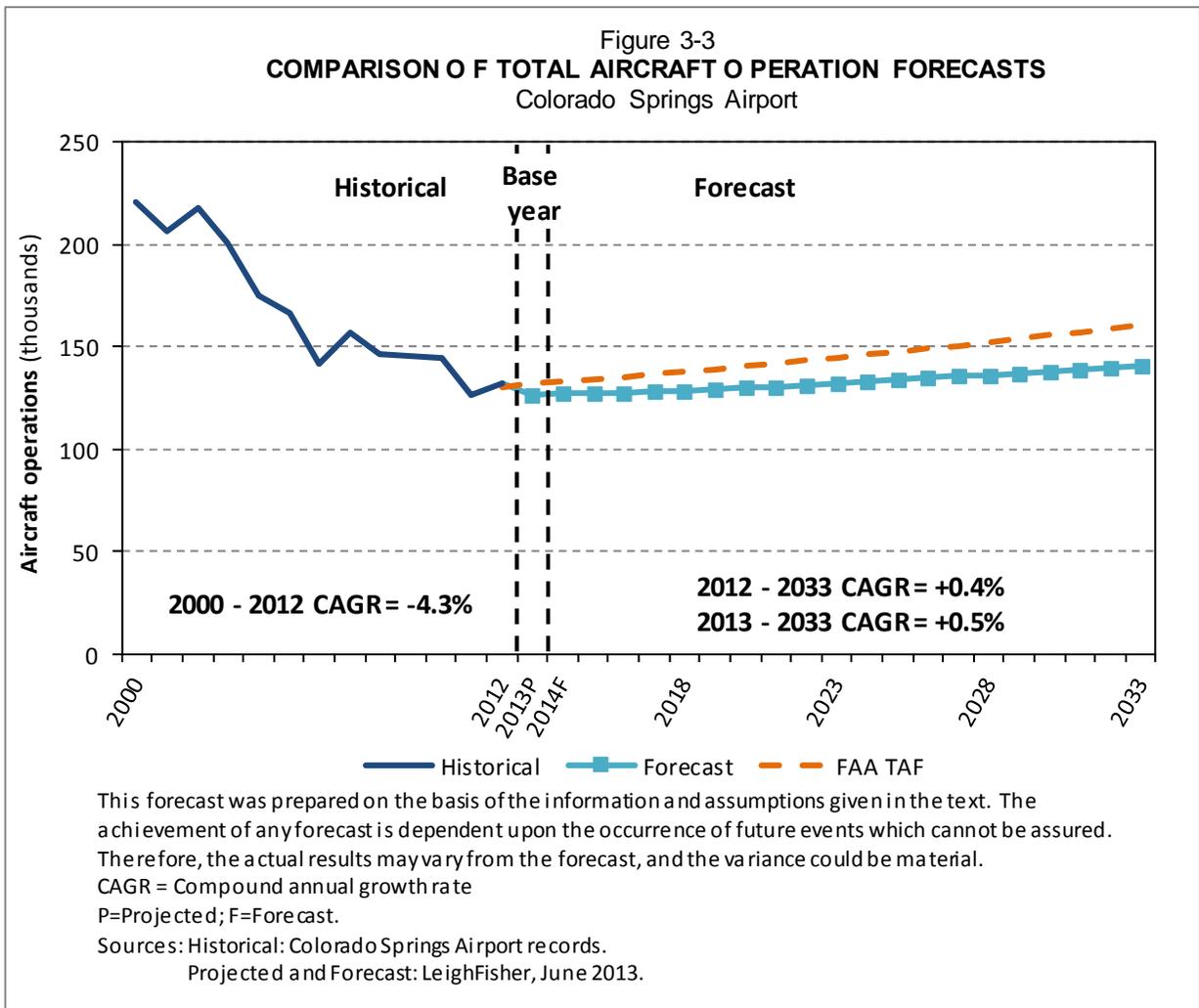
Air Cargo

Figure 3-2 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 3-3 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 in Appendix B.



Forecast Update Summary

Table 3-1 provides a summary of the forecast update in terms of enplaned passengers, air cargo tonnage, and aircraft operations. For further information on each of these individual forecasts, see Appendix B.

Table 3-1
FORECAST UPDATE SUMMARY
Colorado Springs Airport

	Historical		Projected	Forecast			
	2011	2012	2013	2018	2023	2028	2033
Enplaned passengers							
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	146,816	193,577	44,800	21,800	30,800	42,800	58,800
Total	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%
Air cargo (tons)							
All-Cargo airlines							
Integrated carrier	10,683	10,997	10,750	11,030	11,320	11,620	11,920
Regional feeder	143	138	175	180	185	190	195
Total (b)	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%
Aircraft operations							
Passenger airlines	29,116	27,500	22,360	22,380	24,700	27,260	30,020
All-cargo airlines	1,760	2,040	1,700	1,860	1,910	1,960	2,020
A/DACG	n.a.	552	500	500	500	500	500
General aviation	54,049	56,094	57,360	58,450	59,580	60,730	61,920
Military	36,444	41,278	41,280	41,280	41,280	41,280	41,280
Other (c)	4,773	4,494	4,000	4,250	4,500	4,750	5,000
Total	126,142	131,958	127,200	128,720	132,470	136,480	140,740
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.

- (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.
- (b) Includes enplaned and deplaned cargo in tons.
- (c) 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.

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

ORIGINAL FORECAST (2010)

Forecasts of aviation activity are presented for enplaned passengers, air cargo tonnage and aircraft operations, including passenger, all-cargo, general aviation, and military operations. Using calendar year 2009 as the base year, annual forecasts were prepared for five future demand years – 2011, 2014, 2019, 2029, and 2035.⁴ In addition, aviation activity for 2010 was estimated based on year to date activity (January through May 2010) available when this report was prepared.

Forecast Process and Approach

The COS Master Plan forecasts were prepared using a collaborative process which included: (1) a review of the Federal Aviation Administration (FAA) 2009 TAF for the Airport; (2) the collection and analysis of data related to the key issues and trends affecting future aviation demand at COS; (3) the development of statistical models to identify historical causal factors; (4) the analysis of passenger traffic leakage from COS to Denver International Airport; (5) supplemental analyses to evaluate data for benchmark airports; and (6) coordination with representatives of the Airport Project Board⁵, the Airport Advisory Commission⁶, the FAA, and key stakeholders at the Airport.

The approach used in developing forecasts for COS included consideration of the Airport service region and the role of the Airport in providing commercial passenger service and recent trends in airline service development at the Airport. In particular:

- The enplaned passenger forecasts were developed using a variety of analytical tools, including trend analysis, regression models, and market share analysis, to address the key components of aviation activity and the Airport's share of total regional passenger demand. In addition, recent airline service development at the Airport was considered in the preparation of the passenger forecasts.
- The air cargo forecasts were developed based on a review of the recent trends, an evaluation of key components of air cargo activity (i.e., enplaned and deplaned cargo (freight and mail) for all-cargo and passenger airlines), and coordination with a key cargo tenant.
- The aircraft operations forecasts were derived from the forecasts of passenger and cargo activity for the Airport. Forecasts of aircraft operations were developed by (1) disaggregating the total demand into the

⁴ The forecasts were prepared through 2035 to be consistent with local socioeconomic projections prepared by the State of Colorado's Department of Local Affairs (DOLA).

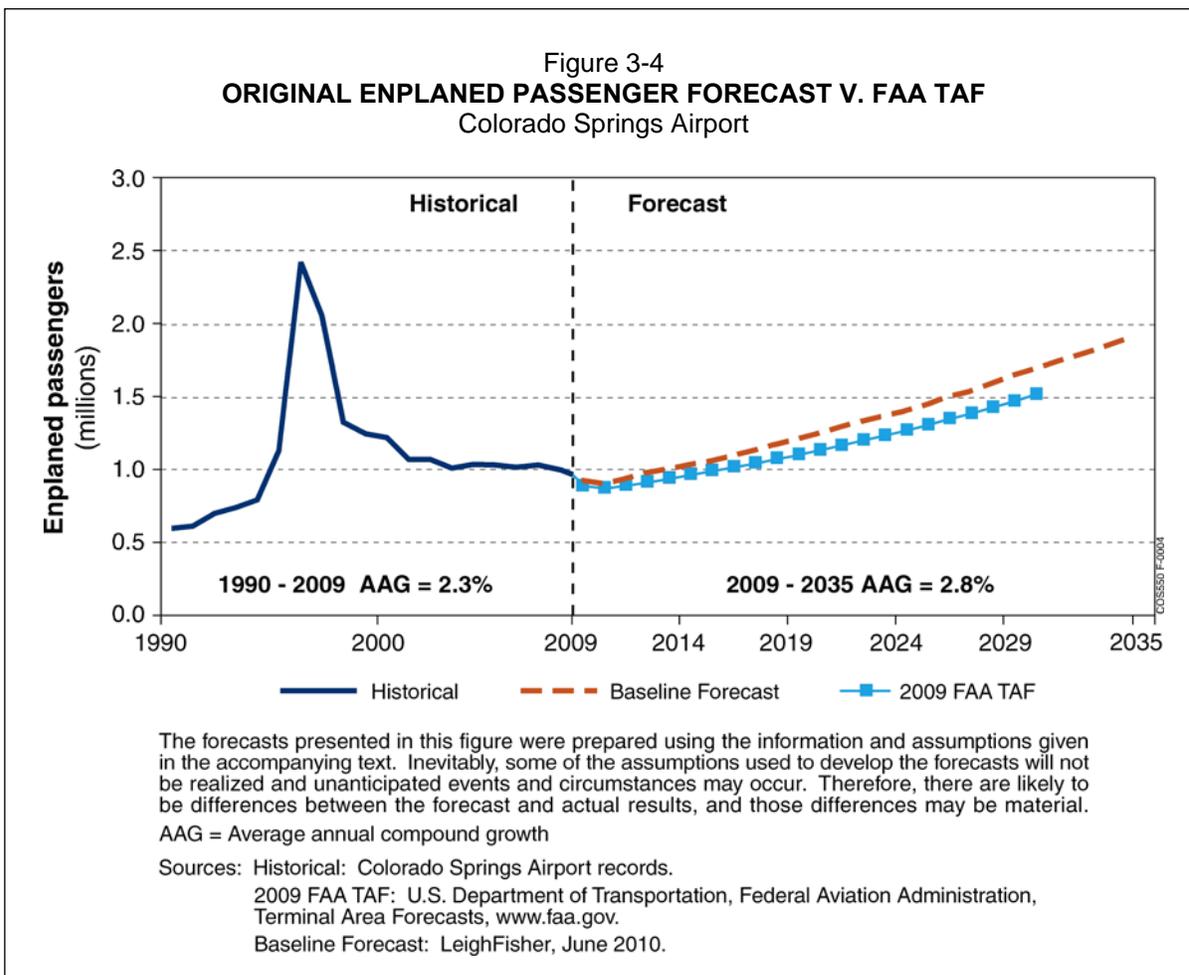
⁵ Airport Project Board includes key airport staff, including the Aviation Director, the Assistant Aviation Directors, and the Airport Planning and Development Manager.

⁶ Airport Advisory Commission includes seven members appointed by the City Council who can, among other duties, provide advice relating to the Airport Master Plan and its implementation.

components (i.e., domestic and international, mainline (air carrier) and regional affiliate) and (2) making assumptions about average aircraft size in terms of seats per departure and average enplaned passenger load factors (percentage of seats occupied, on average) for future years. In addition, the future aircraft fleet plans of the airlines serving COS were also considered based on available information.

Enplaned Passengers

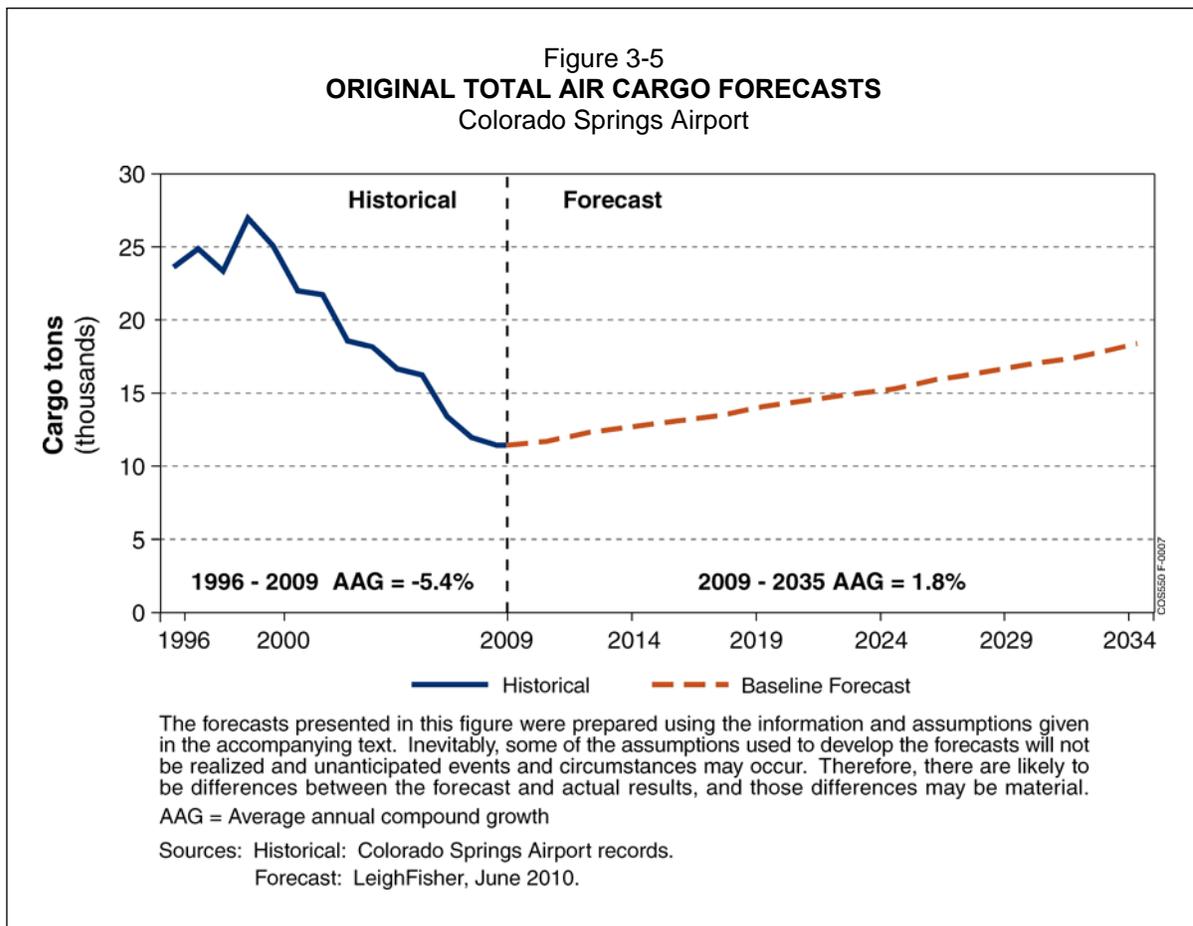
Figure 3-4 presents historical enplaned passengers for 1990 through 2009 and forecasts for 2010 through 2035, compared with the FAA 2009 TAF for the Airport. The enplaned passenger forecasts are based on 2009 data and are within 7.2% of the FAA 2009 TAF in 2014 and 10.4% in 2019. The enplaned passenger average growth rate of 2.8% per year between 2009 and 2035 is slightly higher than the rate forecast by the FAA in its 2009 TAF for the Airport – an average of 2.6% per year from Federal Fiscal Year (FFY) 2009 to FFY 2030.⁷ A detailed comparison of the enplaned passenger forecasts and the FAA 2009 TAF is presented later in this chapter.



⁷ The Federal Fiscal Year begins on October 1 and ends on September 30.

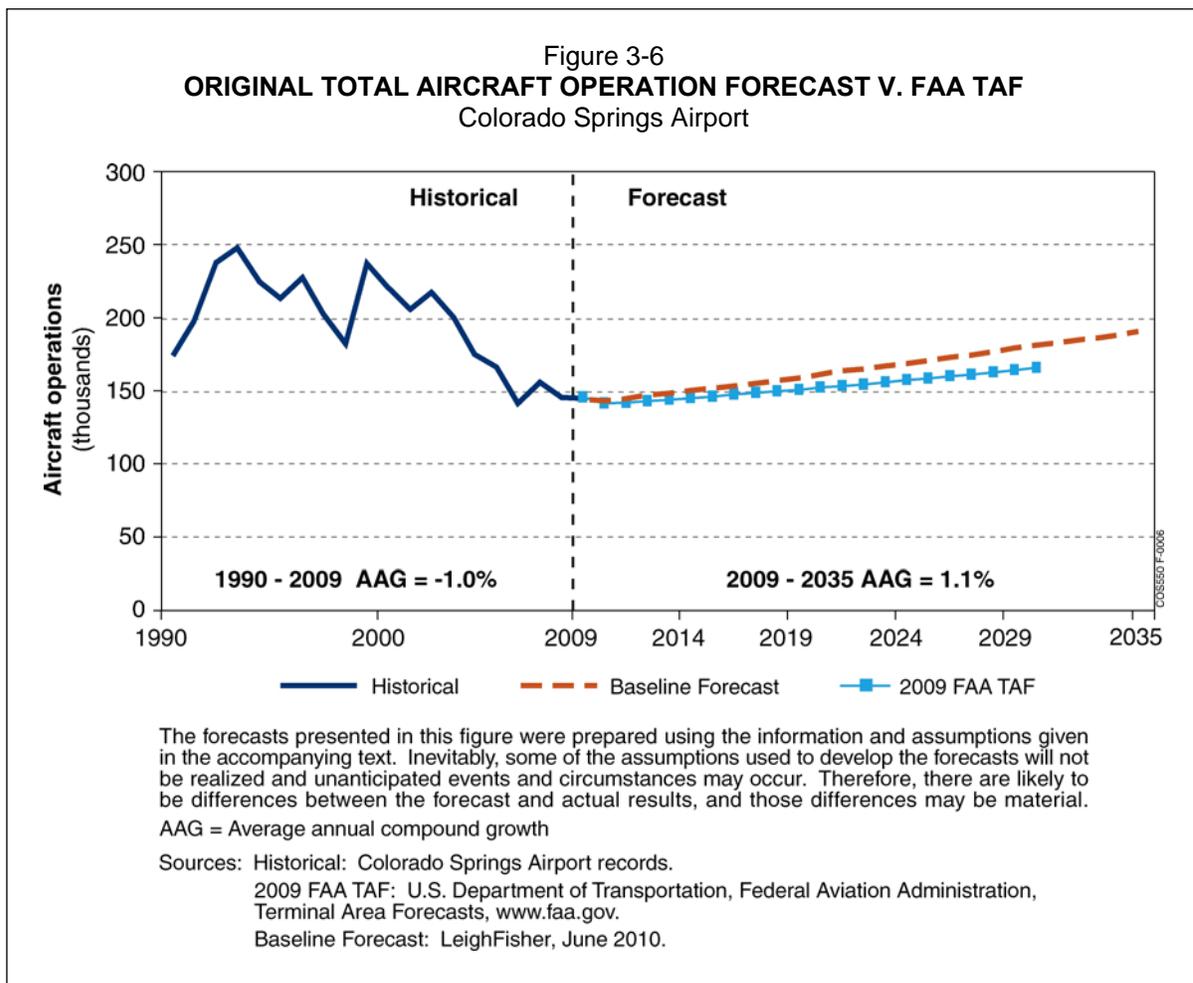
Air Cargo

Figure 3-5 presents historical air cargo tonnage for 1996 through 2009 and forecasts for 2010 through 2035. (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) consolidation in the air cargo industry; (3) an increasing trend in the volume of cargo transported by truck; and (4) the current national and global economic recessions. All-cargo airlines are forecast to account for approximately 99% of total air cargo at the Airport through 2035, consistent with historical trends. The cargo transported on all-cargo airlines is forecast to increase an average of 1.8% per year between 2009 and 2035, compared with an average forecast increase of 1.7% per year for passenger airlines during the same period. Together, the total cargo tonnage (both all-cargo and passenger airlines) average increase is 1.8% for the Airport as shown on Figure 3-5.



Aircraft Operations

Figure 3-6 presents historical total aircraft operations for 1990 through 2009 and forecasts for 2010 through 2035, compared with the FAA 2009 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 based on 2009 data and are within 3.6% of the FAA 2009 TAF in 2014 and 6.0% in 2019. The forecast average growth rate in total aircraft operations of 1.1% per year between 2009 and 2035 is higher than the rate forecast by the FAA in its 2009 TAF for the Airport—an average of 0.6% per year from FFY 2009 to FFY 2030. A detailed comparison of the aircraft operations forecasts and the FAA 2009 TAF is presented later in this chapter.



Airport Service Region

The primary area of the Airport service region, both in terms of population and geography, is defined as the Colorado Springs Metropolitan Statistical Area (MSA). The population densities of the Colorado Springs MSA are shown on Figure 3-7 and reflect the importance of El Paso and Teller counties in generating passenger

demand at the Airport. In 2009, the population of the Colorado Springs MSA was 626,227 as shown in Table 3-2, with El Paso County accounting for 96.5% of the primary area. Because economic growth and activity within the primary area stimulate a significant portion of passenger demand at the Airport, statistics for the Colorado Springs MSA were used to evaluate aviation activity trends at the Airport.

The secondary area served by the Airport, which includes many of the counties surrounding the Colorado Springs MSA, is defined by the location of and driving distance to other air carrier airports, as well as by the availability, price, and quality of airline service at those other airports. Denver International Airport, located approximately 81 road miles to the north of COS, limits the secondary service area in that direction, and is the only other competitive air carrier airport within a “reasonable” driving distance from Colorado Springs. Denver is a large hub airport with more than 800 daily departures and is served by low cost carriers, including Southwest and Frontier airlines. The northernmost counties in COS’s secondary area (Douglas, Elbert, Jefferson, and Park counties) are also part of the primary area of the Airport service region for Denver International Airport.

Table 3-2
AIRPORT SERVICE REGION POPULATION

<u>Metropolitan Statistical Area/County</u>	<u>2009 Population</u>	<u>Percent of total</u>
Primary area		
Colorado Springs MSA		
El Paso	604,542	35.4%
Teller	<u>21,685</u>	<u>1.3</u>
	626,227	36.7%
Secondary area		
Jefferson (a)	536,922	31.4%
Douglas (a)	288,225	16.9
Pueblo	157,224	9.2
Fremont	47,815	2.8
Elbert (a)	23,287	1.4
Park (a)	16,762	1.0
Lincoln	5,169	0.3
Crowley	<u>6,403</u>	<u>0.4</u>
	1,081,807	63.3%
 Total Airport Service Region	 1,708,034	 100.0%

(a) Included in the primary area of the Airport service region for Denver International Airport.

Source: U.S. Department of Commerce Bureau of the Census, www.census.gov, accessed June 2010.

No other airports within a reasonable driving distance currently provide a competitive level of service. Other than Denver International Airport, the nearest airports providing competitive service are in Wichita (515 miles east), Kansas City (595 miles east), Albuquerque (378 miles south), and Salt Lake City (580 miles west). Other airports in the State of Colorado, such as those in Aspen, Durango, Grand Junction, Gunnison, Montrose, Pueblo, Steamboat Springs, and Vail/Eagle County, currently provide only regional/commuter airline service. Seasonal air carrier service is also provided from some of those airports.

AIRPORT ROLE

Colorado Springs Airport plays an important role in the national, state, and local air transportation systems. Colorado Springs Airport is a primary commercial service airport for the State of Colorado, supports a large origin-destination passenger base, and is home to Peterson Air Force Base. As a result of these different roles, the Airport is a significant catalyst to the regional economy.

Primary Commercial Service Airport in Colorado

Of the 14 commercial service airports in Colorado, the Airport accounted for approximately 4% of the passengers enplaned in the State and is one of the primary commercial service airports in Colorado, as shown in Table 3-3. Denver International Airport is the largest commercial service airport in Colorado, with 23.9 million enplaned passengers in 2009, compared to 929,600 enplaned passengers at Colorado Springs Airport.

Large Origin-Destination Passenger Base

Colorado Springs Airport is primarily an origin-destination (O&D) airport. In 2009, approximately 97% of the Airport's 929,600 enplaned passengers originated in Colorado Springs (i.e., these originating passengers did not connect with another flight at the Airport). The top 20 domestic O&D passenger markets in 2009 are shown on Figure 3-8, which together accounted for 60.9% of the total scheduled airline originating passengers at the Airport. The average number of daily nonstop departures from the Airport by the scheduled airlines in June 2010 is also shown. Washington, D.C. and Las Vegas are the top two destination markets for originating passengers at the Airport, accounting for 7.1% and 6.2%, respectively, of the originating passengers at the Airport in 2009.

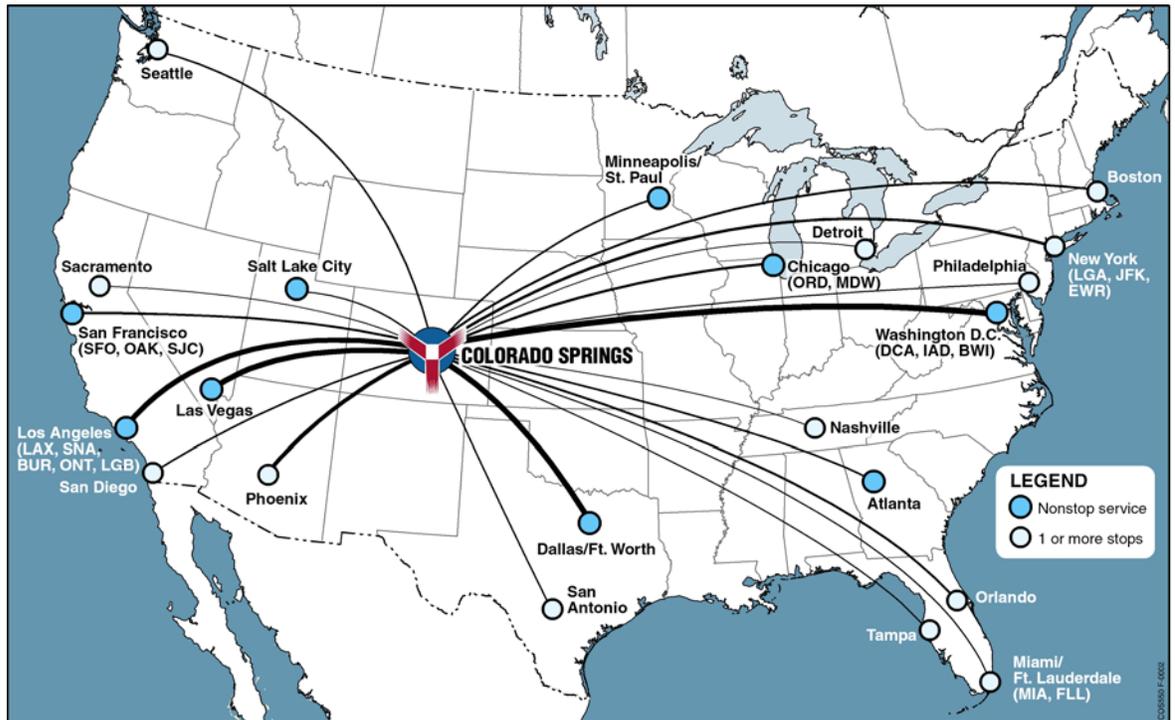
Peterson Air Force Base

Peterson Air Force Base, located on the northside of the Airport, is home to several military units, hosted by the Air Force 21st Space Wing.⁸ Units at the base include: the Air Force Reserve 302nd Airlift Wing, which operates the C-130 Hercules aircraft and the Colorado National Guard 200th Airlift Squadron and the Air Force 311th Airlift Squadron which both operate the C-21 aircraft. According to a FFY 2009

⁸ Peterson Air Force Base is a tenant of the Colorado Springs Airport.

Economic Impact Analysis prepared by the 21st Space Wing, the total economic impact of the Peterson Complex⁹ was \$1.2 billion in FFY 2009, including an annual payroll of over \$500.9 million, approximately \$516.5 million in annual expenditures for construction services and procurement of materials, equipment and supplies, and an estimated \$217.1 million in annual payroll for the indirect jobs created in the regional economy.

Figure 3-8
DOMESTIC ORIGIN-DESTINATION PATTERNS AND NONSTOP SERVICE
 Colorado Springs Airport



Notes: The thickness of each line corresponds to the number of originating passengers between Colorado Springs and each destination. Originating passenger data are for the 12 months ended June 30, 2009. Airline service is as of July 1, 2010.

Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Passenger Traffic, Domestic*, online (OD1B) database, accessed February 2010 and Official Airline Guides, Inc., online database, accessed June 2010.

⁹ The Peterson Complex includes Peterson Air Force Base, Cheyenne Mountain Air Station, and four major military headquarters—the North American Aerospace Defense Command (NORAD), the U.S. Northern Command, the Air Force Space Command and the Army Strategic Command.

Table 3-3
COLORADO COMMERCIAL SERVICE AIRPORTS

Colorado Airport	2009 Enplaned passengers	Share of State's passengers	2009 Average daily departures			
			Air carrier	Regional jet	Turboprop	Total
Colorado Springs	929,600	3.6%	7	30	8	44
Denver International	23,892,109	92.2	480	201	129	810
Grand Junction-Walker Field	228,810	0.9	(a)	8	9	17
Aspen-Pitkin County	216,405	0.8	-	9	8	17
Eagle County Regional	181,436	0.7	4	-	2	6
Hayden-Steamboat Springs	122,438	0.5	2	3	1	6
Durango-La Plata County	148,049	0.6	-	3	9	12
Montrose Regional	92,125	0.4	1	2	4	7
Gunnison-Crested Butte Regional	42,104	0.2	(a)	1	2	3
Fort Collins-Loveland Municipal	31,050	0.1	(a)	--	--	--
Telluride Regional	6,522	0.0	--	--	2	2
Cortez Municipal	7,694	0.0	--	--	3	3
San Luis Valley Regional	6,267	0.0	--	--	3	3
Pueblo Memorial	<u>5,155</u>	<u>0.0</u>	<u>--</u>	<u>--</u>	<u>3</u>	<u>3</u>
Total Colorado airports	25,909,764	100.0%	493	257	181	931

Note: Includes airports with scheduled passenger service in 2009.

(a) Less than one daily departure.

Sources: U.S. Department of Transportation, T-100 database, Colorado Springs Airport records, and Official Airline Guides, Inc., online database, accessed June 2010.

ECONOMIC BASIS FOR AVIATION DEMAND

The economy of the Colorado Springs MSA is an important determinant of long-term passenger demand at the Airport. The development and diversity of the economic base of an airport service region are both important to future passenger traffic growth. The Colorado Springs MSA has a diverse population and economic base and is an important center of business, military and government activity.

The following sections present a discussion of the economic basis for airline traffic at the Airport – the historical population, nonagricultural employment, and per capita income of the Colorado Springs MSA, comparative unemployment rates, the military installations in the Colorado Springs MSA, and tourism. Also provided is a summary of the economic outlook for the United States, Colorado, and the Colorado Springs MSA.

Socioeconomic Trends

Table 3-4 presents comparative trends in population, nonagricultural employment, and per capita personal income in the Colorado Springs MSA, the State of Colorado, and the United States in 1980, 1990, and from 2000 through 2009.

Population

Historically, population growth in the Colorado Springs MSA and the State has exceeded that in the nation. From 1980 to 2009, population in the Colorado Springs MSA increased an average of 2.4% per year, compared with an average increase of 1.9% per year in the State and 1.1% per year in the nation. Since 2000, population growth in the Colorado Springs MSA and the State has slowed – increasing an average of 1.7% per year between 2000 and 2009, compared with an average increase of 1.0% in the nation.

Employment

From 1980 to 2000, nonagricultural employment in the Colorado Springs MSA increased an average of 4.4% per year, faster than that for the State (an average of 2.9% per year) and the nation (an average of 1.9% per year). Since 2000, nonagricultural employment in the Colorado Springs MSA and the nation has decreased an average of 0.1% per year, compared with an average increase of 0.2% per year in the State. Nonagricultural employment growth during the past 9 years reflects the effects of the national economic recession in 2001 and the current economic recession which started in December 2007.

Income

From 1980 to 2000, per capita income in the Colorado Springs MSA, the State, and the nation increased at similar rates – an average of 2.2% per year, 2.1% per year, and 1.8% per year, respectively. Since 2000, the growth in per capita income has slowed. Per capita income in the Colorado MSA increased an average of 0.1% per year between 2000 and 2009, compared with an average decrease of 0.3% per year in the State and an average increase of 0.4% per year in the nation.

**Table 3-4
HISTORICAL SOCIOECONOMIC DATA**

	Population (thousands) (a)			Nonagricultural employment (thousands) (b)			Per capita income in 2000 dollars (c)		
	Colorado			Colorado			Colorado		
	Colorado Springs MSA	State of Colorado	United States	Colorado Springs MSA (d)	State of Colorado	United States	Colorado Springs MSA (e)	State of Colorado	United States
1980	317	2,890	226,546	106	1,251	90,528	19,733	22,536	21,151
1990	409	3,294	248,710	157	1,521	109,487	23,175	25,633	25,593
2000	537	4,301	281,422	250	2,214	131,785	30,371	34,189	30,399
2001	557	4,433	285,082	252	2,227	131,826	30,069	34,319	30,283
2002	566	4,504	287,804	248	2,184	130,341	29,630	33,524	30,115
2003	572	4,549	290,326	244	2,153	129,999	29,248	32,902	30,201
2004	580	4,600	293,046	248	2,180	131,435	29,682	33,412	30,886
2005	588	4,661	295,753	253	2,226	133,703	30,193	33,995	31,234
2006	601	4,753	298,593	259	2,279	136,086	30,521	34,934	32,201
2007	607	4,842	301,580	261	2,331	137,598	31,085	35,254	32,716
2008	617	4,935	304,375	259	2,350	136,790	30,569	34,409	32,125
2009	626	5,025	307,007	248	2,244	130,920	n.a.	33,185	31,414
	Percent increase (decrease)			Percent increase (decrease)			Percent increase (decrease)		
2000-2001	3.6	3.1	1.3	1.0	0.6	0.0	(1.0)	0.4	(0.4)
2001-2002	1.7	1.6	1.0	(1.7)	(1.9)	(1.1)	(1.5)	(2.3)	(0.6)
2002-2003	1.1	1.0	0.9	(1.4)	(1.4)	(0.3)	(1.3)	(1.9)	0.3
2003-2004	1.3	1.1	0.9	1.4	1.2	1.1	1.5	1.5	2.3
2004-2005	1.5	1.3	0.9	2.0	2.1	1.7	1.7	1.7	1.1
2005-2006	2.2	2.0	1.0	2.2	2.4	1.8	1.1	2.8	3.1
2006-2007	1.0	1.9	1.0	1.0	2.3	1.1	1.8	0.9	1.6
2007-2008	1.6	1.9	0.9	(0.8)	0.8	(0.6)	(1.7)	(2.4)	(1.8)
2008-2009	1.5	1.8	0.9	(4.0)	(4.5)	(4.3)	n.a.	(3.6)	(2.2)
	Average annual percent increase (decrease)			Average annual percent increase (decrease)			Average annual percent increase (decrease)		
1980-1990	2.6	1.3	0.9	4.0	2.0	1.9	1.6	1.3	1.9
1990-2000	2.8	2.7	1.2	4.7	3.8	1.9	2.7	2.9	1.7
1980-2000	2.7	2.0	1.1	4.4	2.9	1.9	2.2	2.1	1.8
2000-2009	1.7	1.7	1.0	(0.1)	0.2	(0.1)	0.1	(0.3)	0.4
1980-2009	2.4	1.9	1.1	3.0	2.0	1.3	1.6	1.3	1.4

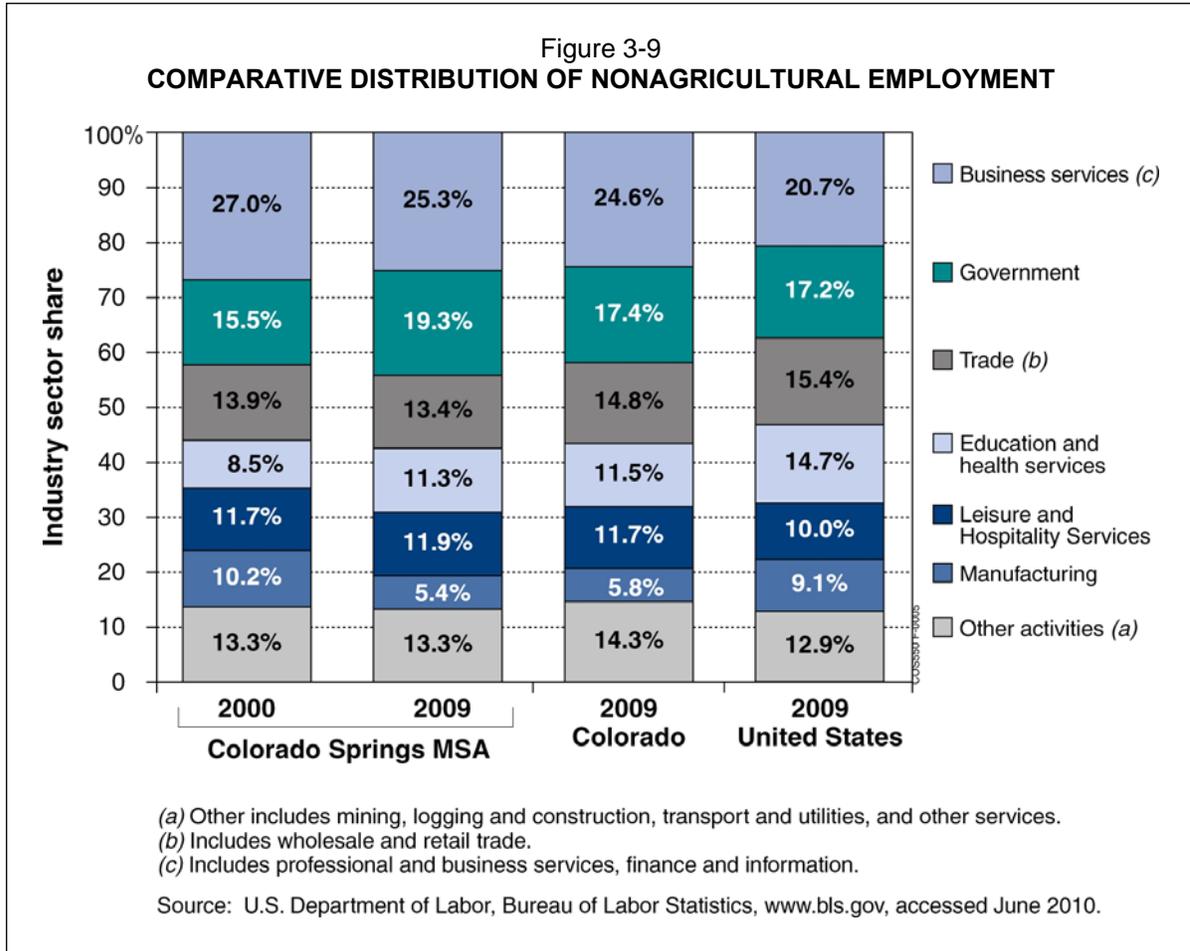
Note: Colorado Springs MSA includes El Paso and Teller counties.

n.a. = Not available.

- (a) Historical data from Colorado Department of Local Affairs, State Demography Office, and the U.S. Department of Commerce, Bureau of the Census, www.census.gov.
- (b) Historical data from U.S. Department of Labor, Bureau of Labor Statistics, www.bls.gov.
- (c) Historical data from U.S. Department of Commerce, Bureau of Economic Analysis, Regional Accounts Data, www.bea.gov.
- (d) Data for nonagricultural employment in 1980 includes only El Paso County. Teller County population in 1980 was 8,034.
- (e) Represents the average annual percent change through 2008 for per capita income.

Nonagricultural Employment by Industry Sector

Figure 3-9 shows a comparative distribution of nonagricultural employment by industry sector for the Colorado Springs MSA in 2000 and in 2009, and for the State and the nation in 2009.



Business Services. Business services in the Colorado Springs MSA accounted for the largest share of nonagricultural employment, with 27.0% in 2000 and 25.3% in 2009. From 2000 to 2009, Colorado MSA employment in business services decreased an average of 0.7% per year, largely as the result of job losses in information services.¹⁰

Government. Employment by federal, state and local government agencies¹¹ increased an average of 2.4% per year between 2000 and 2009. The share of

¹⁰Information services includes traditional, Internet, and software publishing; the motion picture and sound recording industries; the broadcasting industries; the telecommunications industries; Web search portals, data processing industries; and the information services industries.

¹¹As reported by the U.S. Department of Labor, Bureau of Labor Statistics, government employment includes only civilian employees.

government employment in the Colorado Springs MSA increased from 15.5% in 2000 to 19.3% in 2009. As discussed in the section “Major Employers”, the City of Colorado Springs and El Paso County are among the 20 largest employers in Colorado Springs and are included in this sector.

Trade. Trade is comprised of wholesale and retail trade. From 2000 to 2009, Colorado MSA employment in trade decreased an average of 0.4% per year, reflecting larger decreases in wholesale trade than in retail trade. The share of trade employment in the Colorado Springs MSA decreased from 13.9% in 2000 to 13.4% in 2009.

Education and Health Services. Employment in education and health services in the Colorado MSA increased an average of 3.3% per year between 2000 and 2009 and was the fastest growing industry sector. As discussed in the section “Major Employers”, seven of the largest employers in Colorado Springs are included in this sector, including two hospitals, four public school districts, and a university. The share of education and health services employment in the Colorado Springs MSA increased from 8.5% in 2000 to 11.3% in 2009.

Leisure and Hospitality Services. Colorado MSA employment in leisure and hospitality services increased an average of 0.2% per year between 2000 and 2009. The share of leisure and hospitality services in the Colorado MSA increased from 11.7% in 2000 to 11.9% in 2009. The Broadmoor Hotel is one of the 20 largest employers in Colorado Springs, as discussed in the section “Major Employers”.

Manufacturing. Manufacturing employment in the Colorado Springs MSA decreased an average of 6.9% per year between 2000 and 2009 and experienced the largest employment losses of any industry sector. The manufacturing sectors in Colorado and the nation also experienced job losses between 2000 and 2009, decreasing an average of 4.1% per year during that period. The share of manufacturing employment in the Colorado MSA decreased from 10.2% in 2000 to 5.4% in 2009.

Other Activities. Other employment in the Colorado MSA decreased an average of 0.1% per year between 2000 and 2009, largely as the result of job losses in mining, logging, and construction. The share of other employment in the Colorado MSA remained unchanged between 2000 and 2009, with a 13.3% share.

Unemployment Rates

In addition to the employment trends cited above, the unemployment rate is also indicative of general economic conditions. Table 3-5 shows comparative annual unemployment rates in the Colorado Springs MSA, the State, and the nation as a whole for 2000 through 2009. The unemployment rate in the Colorado Springs MSA has followed the trends in the State, but exceeded the national rate from 2002 to 2006. Since 2006, the unemployment rates in the Colorado Springs MSA and the State have remained lower than the national rate.

Table 3-5
COMPARATIVE UNEMPLOYMENT RATES

	Colorado Springs MSA	State of Colorado	United States
2000	2.9%	2.7%	4.0%
2001	4.2	3.8	4.7
2002	6.1	5.7	5.8
2003	6.3	6.1	6.0
2004	5.8	5.6	5.5
2005	5.4	5.1	5.1
2006	4.7	4.4	4.6
2007	4.4	3.9	4.6
2008	5.7	4.9	5.8
2009	8.3	7.7	9.3

Note: Unemployment rates are for calendar years and not seasonally adjusted and represent annual averages.

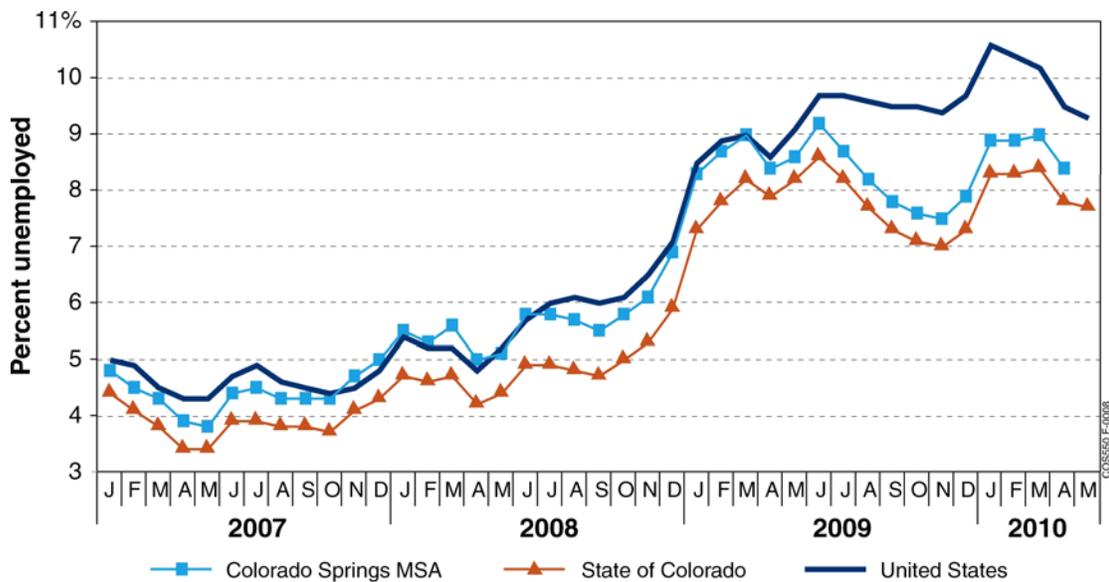
Source: U.S. Department of Labor, Bureau of Labor Statistics, www.bls.gov, accessed June 2010.

Since the beginning of the recession in December 2007, monthly unemployment rates in the Colorado Springs MSA, the State of Colorado, and the United States have increased, as shown on Figure 3-10. In April 2010, the Colorado Springs MSA unemployment rate (unadjusted) was 8.4%, higher than that for the State (7.8%) but lower than that for the nation (9.5%).

Major Employers

Table 3-6 lists the largest employers in Colorado Springs as of 2009. The list reflects the diversity of the companies and organizations in the region.

Figure 3-10
MONTHLY UNEMPLOYMENT RATES



Note: Unemployment rates are not seasonally adjusted.
Source: U.S. Department of Labor, Bureau of Labor Statistics, www.bls.gov, accessed April 2010.

Table 3-6
COLORADO SPRINGS LARGEST 20 EMPLOYERS

Rank	Company	Description
1	Fort Carson	Military installation
2	Peterson Air Force Base	Military installation
3	United States Air Force Academy	Military installation
4	Schriever Air Force Base	Military installation
5	Memorial Health Services	Healthcare
6	School District # 11 - Colorado Springs	Primary and secondary education
7	Penrose-St. Francis Health Services	Healthcare
8	School District # 20 - Air Academy	Primary and secondary education
9	City of Colorado Springs	Government
10	El Paso County	Government
11	Lockheed Martin Corporation	Aeronautical/defense contractor
12	Broadmoor Hotel, The	Hospitality
13	Colorado Springs Utilities	Utility
14	University of Colorado at Colorado Springs	Educational institution
15	Hewlett Packard	Computers/electronics
16	School District # 2 - Harrison	Primary and secondary education
17	Atmel Corporation	Computers/electronics
18	Progressive Insurance Company	Auto insurance
19	School District # 49 - Falcon	Primary and secondary education
20	Verizon Business	Telecommunications

Source: Colorado Springs Economic Development Corporation, December 2009.

Military Installations in the Colorado Springs MSA

The Colorado Springs MSA is home to four major military installations, including Fort Carson, the Peterson Complex, Schriever Air Force Base, and the United States Air Force Academy. The Peterson Complex includes Peterson Air Force Base, Cheyenne Mountain Air Station, and four major military headquarters – the North American Aerospace Defense Command (NORAD), the U.S. Northern Command, the Air Force Space Command and the Army Strategic Command. In addition, Buckley Air Force Base is located in Arapahoe County, 5 miles east of Denver. The four military installations in the Colorado Springs MSA employed 54,294 military and civilian personnel and contractors in 2009, as shown in Table 3-7. From 2001 to 2009, total employment at the four military installations in the Colorado Springs MSA increased an average of 3.4% per year, compared with an average decrease of 0.1% per year in total nonagricultural employment between 2000 and 2009 as discussed in “Employment.” In 2009, Fort Carson accounted for the largest share of total employment at Colorado Springs MSA military installations, with 48%, followed by the Peterson Complex with 20%, the U.S. Air Force Academy with 18%, and Schriever Air Force Base with 14%.

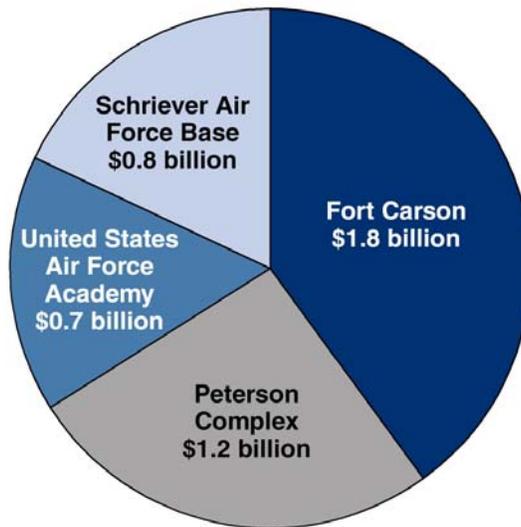
Table 3-7
MILITARY INSTALLATION EMPLOYMENT

	Fort Carson	Peterson Complex	United States Air Force Academy	Schriever Air Force Base	Total
Military personnel					
2001	15,159	5,542	6,410	2,107	29,218
2009	24,300	5,266	6,591	1,999	38,156
Civilian and contractors					
2001	2,888	4,427	3,168	1,971	12,454
2009	1,811	5,474	3,326	5,527	16,138
Total					
2001	18,047	9,969	9,578	4,078	41,672
2009	26,111	10,740	9,917	7,526	54,294
	Average annual percent increase (decrease)				
Military personnel	6.1%	(0.6%)	0.3%	(0.7%)	3.4%
Civilian and contractors	(5.7)	2.7	0.6	13.8	3.3
Total	4.7	0.9	0.4	8.0	3.4

Source: Colorado Springs Convention and Visitors Bureau (2001), Colorado Springs Chamber of Commerce, Department of Military Affairs Division (2009).

Military presence in an area is a significant driver of economic activity. According to the Greater Colorado Springs Chamber of Commerce, the four military installations in the Colorado Springs MSA had a total economic impact of \$4.5 billion in FFY 2008, as shown on Figure 3-11. In addition, Buckley Air Force Base had an additional economic impact of \$1.1 billion in FFY 2008.

Figure 3-11
TOTAL ECONOMIC IMPACT OF MILITARY INSTALLATIONS IN FFY 2008
 Colorado Springs Airport



Total economic impact = \$4.5 billion

Note: Includes direct, indirect, and induced economic impact.
 The Peterson Complex includes Peterson Air Force Base, Cheyenne Mountain Air Station, and four major military headquarters—the North American Aerospace Defense Command (NORAD), the U.S. Northern Command, the Air Force Space Command and the Army Strategic Command
 FFY = Federal Fiscal Year

Source: The Greater Colorado Springs Chamber of Commerce, Military Affairs Division, www.coloradospringschamber.org.

Economic impact is also generated by the military retiree population living in the Colorado Springs MSA. In FFY 2008, according to the U.S. Department of Defense, approximately 19,319 military retirees resided in the Colorado Springs MSA and accounted for 41% of Colorado’s retiree population. These retirees generated approximately \$512 million per year of total economic impact in the Colorado Springs MSA.

The large military presence in the Colorado Springs MSA also affects the number of enplaned passengers and operations at the Airport. As noted in the “Introduction and Summary,” Washington, D.C. is the largest O&D market at the Airport, reflecting, in large part, the presence of the military in the Colorado Springs MSA

and the demand for air travel generated by military personnel, government representatives, and contractors. Demand for air travel is also generated by the families of military personnel stationed at the installations in the Colorado Springs MSA as well as by the large population of military retirees. The number of aircraft operations at the Airport is also affected by military operations performed by transport, fighter, utility, and training aircraft.

Tourism

Tourism represents an increasingly important source of economic activity in the Colorado Springs MSA. According to the 2008 Annual Report published by the Colorado Springs Convention and Visitor's Bureau, the tourism industry generated \$350 million in direct economic impact, \$1.1 billion in travel-related revenues, and more than \$19 million in local tax revenues to the Colorado Springs MSA in 2008.

According to the Colorado Convention and Visitors Bureau, approximately 53% of the leisure travelers to the Pikes Peak region are visiting friends and family. Leisure travelers are also drawn to Pikes Peak region by its attractions, including the Garden of the Gods Park, the U.S. Air Force Academy, and Pikes Peak. In 2008, attendance at the Garden of the Gods Park and Visitor Center totaled approximately 2.6 million¹². Attendance at the U.S. Air Force Academy and Visitor Center totaled over 1.1 million in 2008¹³. Other visitor attractions in the Colorado Springs MSA include the Cheyenne Mountain Zoo, the Pikes Peak Cog Railway, and the U.S. Olympic Training Center.

Economic Outlook

Economic activity in the Colorado Springs MSA and the State is directly linked to the production of goods and services in the rest of the United States. Both airline travel and the movement of cargo through the Airport depend on the economic linkages between the regional, state, and national economies.

U.S. Economy

The U.S. economy, after expanding from November 2001 to December 2007, entered into a recession, which was triggered by a contraction in the real estate markets combined with a surge in energy and other commodity prices in 2006. As the economy weakened, a number of factors contributed to the intensity and duration of the recession, including:

- A financial system crisis in the United States triggered by a decrease in real estate prices and the value of real estate-backed investment securities and other financial assets during the summer of 2007. This crisis led to a major

¹²Includes 2.0 million tourists to the Gardens of the Gods Park and 0.6 million tourists to the Visitor Center.

As many of the visitors likely traveled to both places, the total figure is likely to be lower.

¹³Includes 0.6 million visitors to the US Air Force Academy and 0.5 million visitors to the Visitors Center. As many of the visitors likely traveled to both places, the total figure is likely to be lower.

capital liquidity problem for most large investment and commercial banks during the first half of 2008, the collapse of Lehman Brothers, and the near collapse of the insurer AIG in the second half of 2008.

- National unemployment rates (seasonally adjusted) increased from 5.8% in July 2008 to 10.0% in December 2009, reflecting the loss of 7 million jobs during this period.
- Consumer spending, which historically accounts for about 70% of U.S. GDP, became constrained by the loss of home equity, tight credit, modest income growth, and high unemployment in a weak labor market. Consumer borrowing began declining in the fourth quarter of 2008 and accelerated to an 8.5% annual rate of decline by November 2009.
- A significant decline in U.S. economic performance, measured by decreases in U.S. Gross Domestic Product (GDP) during four consecutive quarters beginning with the third quarter of 2008 through the second quarter of 2009.
- A global economic recession, the fourth since World War II, declared by the International Monetary Fund (IMF) in April 2009, related to the spillover effects from the U.S. recession and financial crisis.

During the fourth quarter of 2008, Congress passed the Emergency Economic Stabilization Act of 2008, which provided government capital to troubled banks and \$17.4 billion in loan guarantees for the U.S. auto industry.

Although the National Bureau of Economic Research¹⁴ has not officially announced the end of the current recession, there is general agreement among economists that the recession ended in the second quarter of 2009. Recent trends in U.S. GDP (in 2005 dollars) suggest that economic growth is strengthening, with increases in each of the last three quarters – 2.2% in the third quarter of 2009, 5.6% in the fourth quarter of 2009, and 3.2% in the first quarter of 2010. Unemployment rates, however, remain at historically high levels (9.5% in June 2010) and continue to dampen the prospects for an economic recovery.

At its April 2010 meeting, the Federal Open Market Committee (FOMC) indicated its expectation that the economic recovery would continue but at a slower rate of growth in output and employment than past recoveries from deep recessions. The FOMC's April 2010 outlook included the following observations.

- Consumer spending and business outlays for equipment and software were seen as broadly consistent with a moderate pace of economic recovery.

¹⁴The National Bureau of Economic Research is a nonprofit economic research organization which determines the start and end dates of U.S. economic cycles.

- The labor market appeared to be starting to improve, but job growth was expected to be modest.
- The continued expansion of economic activity would be supported by a number of factors, including accommodative monetary policy and the improved condition of financial markets and institutions.

Table 3-8 presents a comparison of U.S. economic projections prepared by the Congressional Budget Office (CBO), the *Blue Chip* Consensus, and the FOMC. Consistent with the CBO projections, both the *Blue Chip* Consensus and the FOMC projections reflect the effects of fiscal stimulus and Federal Reserve measures to provide support to credit markets. The long-term growth rates for each of three projections (through 2020) do not include assumptions regarding further economic and other shocks, and all three projections show GDP growth ranging from 2.0% to 3.0%. This rate of growth is significantly less than world-wide growth projections, especially in emerging economies like India and China.

Colorado Economy

The Colorado economy experienced continued growth at the beginning of the current national economic recession. In 2008, nonagricultural employment in the State increased 0.8%, compared with a decrease of 0.6% in the nation. However, during the last quarter of 2008, job growth in Colorado slowed as job losses continued nationwide. In March 2009, the unemployment rate in Colorado was 8.2%, lower than the national average (9.0%) but higher than the State rate six months earlier in September 2008 (4.7%). As of May 2010, the unemployment rate in Colorado was 7.7% compared to a national average of 9.3%.

State economists expect the Colorado economy to experience continued declines in activity and project a 0.8% decrease in employment in 2010, as shown in Table 3-9. According to the economic outlook developed by the Center for Business and Economic Forecasting¹⁵ for the Colorado Department of Local Affairs (DOLA), the State's recovery from the current economic recession is expected to be gradual given that:

- The U.S. economic recovery is expected to be slow;
- Small businesses are expected to experience continued difficulty borrowing;
- Colorado bank's share of nonperforming assets is greater than that of other U.S. banks; and
- The energy sector is expected to remain weak.

¹⁵The Center for Business and Economic Forecasting is a private company specializing in State and regional economic forecasting and assists DOLA with the preparation of its economic forecasts.

DOLA projects Colorado nonagricultural employment growth to increase an average of 1.7% per year between 2009 and 2035 and per capita income (in 2000 dollars) to increase an average of 1.3% per year during the same period.

Colorado Springs MSA Economy

The Colorado Springs MSA economy followed trends in the nation during the current economic recession. In 2008, employment in the Colorado Springs MSA decreased 0.8%, compared with a decrease of 0.6% in the nation. In 2009, all industry sectors, except for education and health services and government, showed declines in employment in the Colorado Springs MSA. State economists expect the Colorado Springs MSA economy to experience a gradual recovery starting in 2010 with a 1.4% increase in employment, as shown in Table 3-9. Projections of economic activity through 2035 (the last year of the forecast period) are summarized below and presented in Table 3-9.

- **Population** – DOLA projects that the Colorado Springs MSA’s population will increase an average of 1.6% per year between 2009 and 2035, equal to the rate for the State.
- **Nonagricultural employment** – Nonagricultural employment in the Colorado Springs MSA is projected to increase an average of 2.2% per year between 2009 and 2035, higher than the projection for Colorado (an average of 1.7% per year).
- **Per capita income** – Colorado Springs MSA per capita income (in 2000 dollars) is projected to increase an average of 1.7% per year between 2009 and 2035, higher than the growth projections for the State (an average of 1.3% per year).

Table 3-8
U.S. ECONOMIC PROJECTIONS
 2010-2020

	Average annual percent increase (decrease) (a)			
	Historical 1980-2009	Projected		
		2009-2010	2010-2011	2009-2020
Real GDP				
CBO	2.8%	2.1%	2.4%	2.9%
<i>Blue Chip</i> Consensus		2.9	3.1	(b)
FOMC		2.7 – 4.0	3.0 – 4.6	2.4 – 3.0
CPI-U				
CBO	3.4%	1.6%	1.1%	1.7%
<i>Blue Chip</i> Consensus		1.7	2.0	(b)
		Calendar year average rates		
Unemployment rate (percent)				
CBO	6.2% (c)	10.1%	9.5%	5.0% (d)
<i>Blue Chip</i> Consensus		10.0	9.3	(b)
FOMC		8.6 – 9.7	7.2 – 8.7	5.0 – 6.3
3-Month Treasury Bill rate				
CBO	5.5% (c)	0.2%	0.7%	4.8% (d)
<i>Blue Chip</i> Consensus		0.5	1.8	(b)
10-Year Treasury Note rate				
CBO	7.2% (c)	3.6%	3.9%	5.6% (d)
<i>Blue Chip</i> Consensus		4.0	4.6	(b)

CBO= Congressional Budget Office

CPI-U = Consumer price index for all urban consumers

FOMC = Federal Reserve Board, Federal Open Market Committee

GDP = Gross Domestic Product

Note: The *Blue Chip* Consensus is the average of about 50 forecasts by private-sector economists.

(a) Represents the percent change between the fourth quarters of the years indicated, except for 1980 through 2009.

(b) The January 2010 *Blue Chip* Consensus forecasts through 2011.

(c) Represents the average from 1980 through 2009 (estimated).

(d) Level in 2020.

Sources: Congressional Budget Office, *The Budget and Economic Outlook, Fiscal Years 2010 to 2020*, January 2010 (including data for the *Blue Chip* Consensus).
 Federal Reserve Board, Federal Open Market Committee, *Summary of Economic Projections*, April 27-28, 2010, published May 19, 2010.

Risks to the Economic Outlook

While the near-term outlook is improving and the mid- to long-term outlook is favorable, there are risks that these results may not be achieved. Key risks include:

- In the near term, the principal risk is that the federal government's policy response to the current financial crisis and recession in the United States may not be effective in providing the foundation for a recovery in the near term.
- Inflation risks still persist due to the sizable amount of liquidity that the Federal Reserve Bank has injected into the banking system, which could eventually trigger upward pressures on prices. Also, increases in oil prices and rapid expansion of U.S. industrial capacity could trigger upward pressure on inflation.
- There is the risk that U.S. consumers may not be able to generate much spending growth due to persistent unemployment and the various reasons described above, especially after the planned expiration of the housing credit and cash-for-clunkers programs.
- In the long-term, the principal risks to U.S. economic performance are the sizable external and fiscal deficits. The continuing deficits in the U.S. balance of payments could result in greater volatility in the currency markets, which would then translate into higher interest rates and, therefore, slower economic growth. These risks could be compounded if the fiscal deficit does not shrink within the next 5 years, thereby leading to much larger financing requirements and subsequent increases in interest rates. Increased interest rates could lead to lower levels of investment and, consequently, slower productivity growth.

Table 3-9
PROJECTED SOCIOECONOMIC GROWTH RATES
 Colorado Springs MSA and State of Colorado
 2009-2035

	Population (thousands)		Employment		Per capita income in 2000 dollars	
	Colorado Springs MSA	State of Colorado	Colorado Springs MSA	State of Colorado	Colorado Springs MSA	State of Colorado
Historical growth 1980-2009 (a)	2.4%	1.9%	3.0%	2.0%	1.6%	1.3%
	Percent increase (decrease)		Percent increase (decrease)		Percent increase (decrease)	
2009-2010	2.9%	1.7%	1.4%	(0.8%)	(0.7%)	(1.4%)
2010-2011	1.5	1.6	3.9	2.9	2.5	1.4
2011-2012	1.3	1.6	4.3	3.5	3.5	2.7
2012-2013	1.3	1.8	4.3	4.2	3.8	3.0
2013-2014	1.7	1.8	4.0	3.6	3.8	3.4
2014-2015	1.9	1.8	3.5	2.9	3.2	2.9
	Average annual percent increase		Average annual percent increase		Average annual percent increase	
2009-2015	1.8%	1.7%	3.6%	2.7%	2.7%	2.0%
2015-2020	1.8	1.9	2.4	1.8	2.1	1.7
2020-2025	1.7	1.7	2.0	1.5	1.5	1.1
2025-2030	1.5	1.5	1.6	1.2	1.1	0.8
2030-2035	1.4	1.3	1.2	1.0	0.7	0.6
2009-2035	1.6	1.6	2.2	1.7	1.7	1.3

Note: Colorado Springs MSA includes El Paso and Teller counties.

(a) See Table 3-4 in this report.

Source: Colorado Department of Local Affairs, www.dola.colorado.gov, except as noted.

Summary of the Economic Basis for Forecast Aviation Demand

The economic outlook for the United States, the State of Colorado, and the Colorado Springs MSA form a basis for anticipated growth in aviation demand at the Airport. Employment and income projections for the Colorado Springs MSA and the State of Colorado prepared by DOLA are for continued economic growth, particularly in health, education, leisure and hospitality services. Factors expected to contribute to economic growth in the Colorado Springs MSA and associated increases in airline travel include: (1) the diversity in the economic base, which lessens its vulnerability to weaknesses in particular industry sectors, (2) the continued stable and large presence of the U.S. military, (3) growth in the existing and emerging Colorado Springs MSA industry sectors described earlier, (4) an educated labor force able to support the development of knowledge-based and service industries, and (5) continued reinvestment to support the development of tourism, conventions, and other businesses.

HISTORICAL AIRLINE TRAFFIC

A review of airline activity at the Airport provided the foundation for the enplaned passenger forecasts and included an analysis of: (1) the airline passenger service and market shares; (2) overall trends in enplaned passengers; (3) originating passengers, including overall trends, top origin-destination markets, and airfares; and (4) monthly airline traffic for enplaned passengers, scheduled departing seats, and passenger airline landings. In addition, a review of air cargo activity is included in this section as a basis for the air cargo forecasts.

Airline Passenger Service and Market Shares

The Airport was served by nine passenger airlines, including six regional affiliates of which two are associated with more than one mainline airline and two cargo airlines as of July 2010, as shown in Table 3-10.

Table 3-10 AIRLINES SERVING COLORADO SPRINGS AS OF JULY 2010	
Mainline	Regional affiliates
American Airlines Delta Air Lines	Continental Express (a) Delta Connection (b) United Express (c)
Low cost carrier	Cargo airlines
Allegiant Air Frontier (d)	Federal Express Key Lime Air
(a) Operated by ExpressJet. (b) Operated by Mesaba Airlines, Shuttle America, and Skywest Airlines. (c) Operated by ExpressJet and Skywest Airlines. (d) Operated by Lynx Aviation and Republic Airlines.	
Sources: City of Colorado Springs, Airport records and Official Airline Guides, Inc., online database, accessed July 2010.	

The market shares for the passenger airlines serving the Airport are shown in Table 3-11. In 2009, United Airlines (mainline and regional affiliates) had the largest market share of enplaned passengers (33.4%) at the Airport, followed by American Airlines (22.4%), and Frontier Airlines (11.2%). The share of Airport passengers enplaned by United Airlines (mainline and regional affiliates) increased from 28.0% in 2000 to 33.4% in 2009, with regional affiliates accounting for all of United Airlines' passengers in 2009.

Table 3-11
AIRLINE MARKET SHARES OF ENPLANED PASSENGERS
Colorado Springs Airport

	Enplaned passengers			
	2000	2007	2008	2009
United/United Express (a)	341,247	321,194	302,857	310,776
American/American Eagle (b)	355,960	236,423	213,341	208,535
Frontier/Lynx Aviation	--	--	62,316	103,964
Delta/Delta Connection (c)	270,934	137,849	105,057	87,547
Continental/Continental Express (d)	57,464	76,534	71,763	71,827
US Airways Express (e)	103,552	91,746	82,577	65,448
Northwest/Northwest Airlink (f)	79,924	79,368	72,884	48,034
Allegiant Air	--	33,281	33,543	32,673
ExpressJet Airlines (g)	--	44,345	48,050	--
Midwest Connect (h)	--	11,719	4,793	--
Other (i)	<u>11,285</u>	<u>1,127</u>	<u>1,166</u>	<u>796</u>
Total	1,220,366	1,033,586	998,347	929,600
	Share of total			
	2000	2007	2008	2009
United/United Express (a)	28.0%	31.1%	30.3%	33.4%
American/American Eagle (b)	29.2	22.9	21.4	22.4
Frontier/Lynx Aviation	0.0	0.0	6.2	11.2
Delta/Delta Connection (c)	22.2	13.3	10.5	9.4
Continental/Continental Express (d)	4.7	7.4	7.2	7.7
US Airways Express (e)	8.5	8.9	8.3	7.0
Northwest/Northwest Airlink (f)	6.5	7.7	7.3	5.2
Allegiant Air	0.0	3.2	3.4	3.5
ExpressJet Airlines (g)	0.0	4.3	4.8	0.0
Midwest Connect (h)	0.0	1.1	0.5	0.0
Other (i)	<u>0.9</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>
Total	100.0%	100.0%	100.0%	100.0%

- (a) United Express operated by Air Wisconsin in 2000, ExpressJet in 2009 and Mesa and Skywest in 2007 through 2009.
- (b) Includes enplanements on TWA during 2000 (TWA merged with American on December 1, 2001).
- (c) Delta Connection operated by Comair in all years shown, except for 2009, and by Skywest in all years shown.
- (d) Continental Express operated by Chautauqua Airlines in 2007 and ExpressJet in 2007 through 2009.
- (e) Includes America West and America West Express (operated by Mesa Airlines) in 2000. US Airways Express operated by Mesa Airlines in FY 2007 through FY 2009.
- (f) Northwest Airlink operated by Pinnacle Airlines in 2007 and 2008, and Mesaba Airlines in 2008 and 2009.
- (g) ExpressJet operated its branded flying service between April 2007 and September 2008.
- (h) Midwest Connect operated by Skywest Airlines.
- (i) Includes charter operations in all years shown and Mesa Airlines in 2000.

Source: City of Colorado Springs, Airport records.

Enplaned Passengers

The number of enplaned passengers at the Airport increased an average of 2.4% per year between 1990 and 2009, exceeding growth in the nation as a whole during this period (an average of 2.2% per year), as shown in Table 3-12 and Figure 3-12. This period included the expansion and cessation of service by Western Pacific Airlines at the Airport between 1995 and 1997. Since 1997, much of the growth in passenger traffic at the Airport has been driven by regional affiliates, with mainline activity decreasing an average of 2.8% per year between 1990 and 2009. From 2000 to 2009, the total number of enplaned passengers at the Airport decreased an average of 3.0% per year, reflecting reduced passenger demand related to the two national economic recessions and the continued development of low cost carrier service at Denver International Airport.

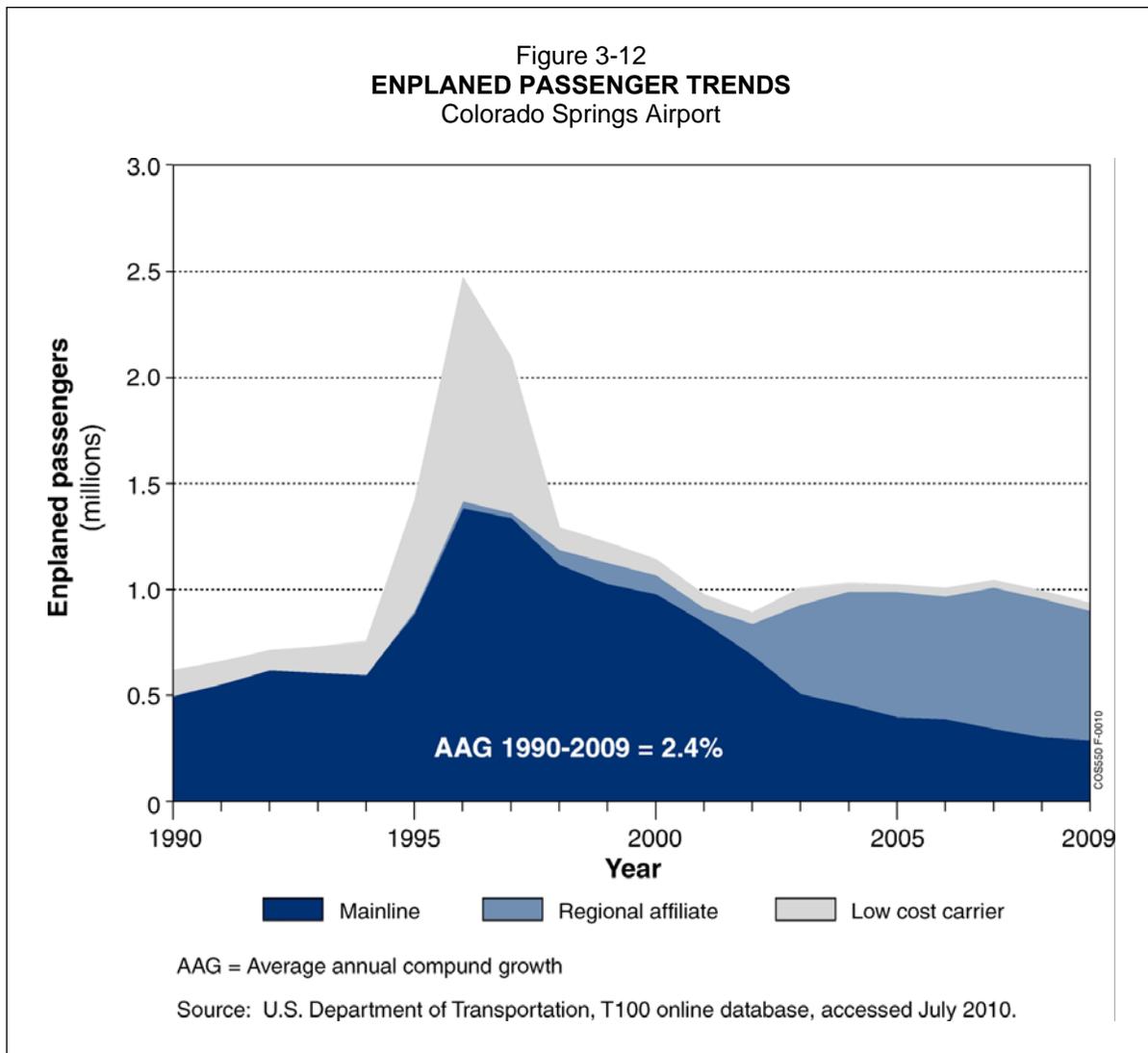


Table 3-12
HISTORICAL ENPLANED PASSENGERS
 Colorado Springs Airport

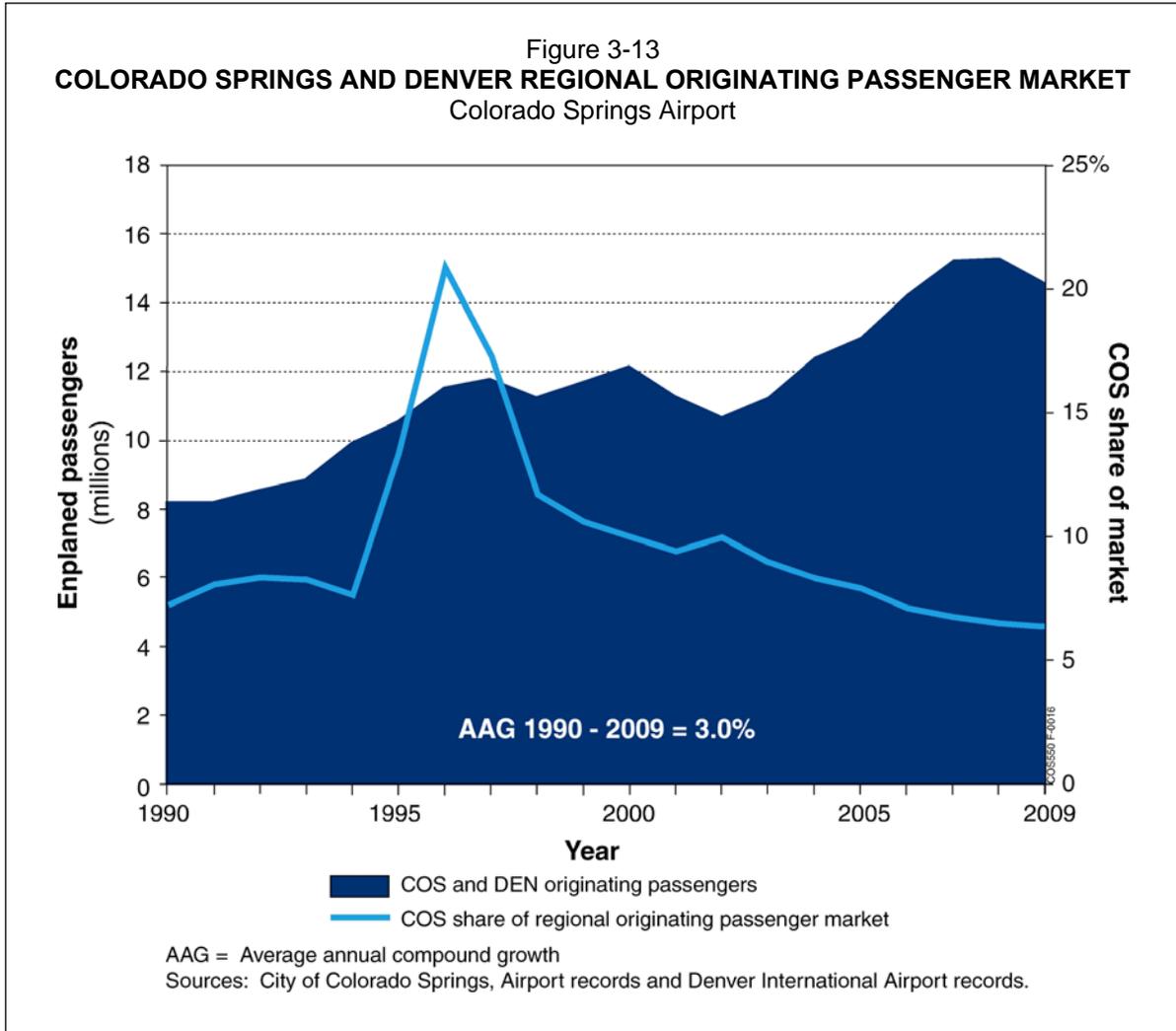
Year	Colorado Springs Airport		United States	
	Total	Percent increase (decrease)	Total	Percent increase (decrease)
1990	595,996	--%	457,126,741	--%
1991	665,528	11.7	445,582,404	(2.5)
1992	717,653	7.8	467,683,985	5.0
1993	735,329	2.5	480,254,905	2.7
1994	760,311	3.4	521,516,928	8.6
1995	1,417,635	86.5	544,232,232	4.4
1996	2,415,862	70.4	578,144,887	6.2
1997	2,049,190	(15.2)	597,653,608	3.4
1998	1,320,949	(35.5)	619,478,030	3.7
1999	1,243,414	(5.9)	638,596,504	3.1
2000	1,220,366	(1.9)	670,112,980	4.9
2001	1,065,854	(12.7)	624,449,965	(6.8)
2002	1,068,157	0.2	614,742,482	(1.6)
2003	1,011,643	(5.3)	649,546,281	5.7
2004	1,034,747	2.3	703,706,603	8.3
2005	1,030,833	(0.4)	734,955,348	4.4
2006	1,017,016	(1.3)	736,933,510	0.3
2007	1,033,586	1.6	761,133,338	3.3
2008	998,347	(3.4)	732,297,287	(3.8)
2009	929,600	(6.9)	693,485,531	(5.3)
	Average annual percent increase (decrease)		Average annual percent increase (decrease)	
1990-2000	7.4%		3.9%	
2000-2009	(3.0)		0.4	
1990-2009	2.4		2.2	

Sources: Colorado Springs Airport: City of Colorado Springs, Airport records (1990, 1996 - 2009) and U.S. Department of Transportation, T100 online database, accessed July 2010 (1991 - 1995). United States: U.S. Department of Transportation, T100 online database, accessed July 2010.

Regional Originating Passenger Market

Figure 3-13 presents historical trends in the regional originating passenger market, including passengers who originate their trips at Colorado Springs and Denver International Airport. From 1990 to 2009, the number of regional originating passengers increased an average of 3.0% per year. Colorado Springs' share of the regional originating passenger market increased from 7% in 1990 to a peak of 21% in 1996, as a result of the development of low cost carrier service by Western Pacific Airlines at the Airport. Since 1996, Colorado Springs' share of regional originating

passengers has decreased to 6% in 2009 with the continued development of airline service at Denver International Airport, including the introduction of low cost carrier service by Southwest Airlines in 2006. As discussed in "Airport Service Region," the northernmost counties in COS's secondary area (Douglas, Elbert, Jefferson, and Park counties) are also part of the primary area of the Airport service region for Denver International Airport.



Origin-Destination Markets

Table 3-13 presents the Airport's top 22 domestic O&D passenger markets in 2009 – markets accounting for 1% or more of total originating passengers. Average daily nonstop departures from the Airport by the scheduled airlines in July 2010 are also shown. These 22 markets accounted for 63.1% of the total originating passengers at the Airport in 2009 and 24 of the 46 average daily departures. The Washington, D.C. Metropolitan area was COS's largest originating passenger market in 2009 with 7.1% of total originating passengers and is served with one daily nonstop departure by United Airlines which started on June 9, 2010. The Las Vegas market is the second

largest O&D market, with 6.2% of total originating passengers and is served with five departures per week by Allegiant Air.

In addition to the nonstop departures listed in Table 3-13, Allegiant Air will begin nonstop service from Colorado Springs to Long Beach, California and Mesa, Arizona on September 15, 2010, according to a July 15, 2010 announcement by Allegiant Air. As shown in Table 3-13, the Los Angeles and Phoenix markets rank 3 and 5 in terms of originating passengers, respectively.

Airline Fares and Yields

Fares charged for airline travel to and from Colorado Springs have also been an important determinant of airline passenger traffic at the Airport. Airline profitability can be measured in terms of airline yield, a unit measure of airline fare revenues and trip distance. Table 3-14 presents average annual domestic one-way airline fares and yields at the Airport in 2000 to 2009.¹⁶ In addition, comparative airline fares and yields are presented for Denver International Airport and the United States. A review of airline fares from 2000 to 2009 indicates that:

- From 2000 to 2002, average airline fares at the Airport decreased an average of 5.7% per year, more than the decrease in the nation (an average decrease of 5.3% per year) but less than the decrease at Denver (an average of 9.1% per year). Airline fare decreases during this period were principally intended to stimulate the demand for airline travel.
- From 2002 to 2008, average airline fares at the Airport increased an average of 2.3% per year, less than the increase in the nation (an average increase of 2.7% per year) while average airline fares at Denver continued to decrease (an average decrease of 0.7% per year). Average airline fares at Denver were affected by low cost carrier service by Frontier and Southwest airlines. Southwest Airlines started service at Denver in 2006.
- From 2008 to 2009, average airline fares decreased at the Airport (9.8%), Denver (12.4%), and in the nation (10.4%), largely as the result of the national economic recession which reduced disposable per capita income and overall passenger demand causing airlines to reduce airline fares to stimulate demand.

¹⁶It should be noted that “average airfare” statistics reported to the U.S. Department of Transportation survey of airline tickets are becoming less representative of the true “cost of travel.” Total airline fare revenue includes ancillary fees (e.g., bag check fees, onboard food and beverage costs, and priority boarding fees), which have proliferated since the mid-2008 fuel price spike. These ancillary fees can represent material additional payments that are not included in the reported “average airfare” figures.

Table 3-13
DOMESTIC PASSENGER ORIGIN-DESTINATION PATTERNS

Origin-destination market	Air miles from Colorado Springs	Percent of originating passengers (a)	Average daily nonstop departures in July 2010		
			Mainline	Regional affiliate	Total
Washington DC (a)	1,483	7.1%	--	1	1
Las Vegas	603	6.2	1(b)	--	1
Los Angeles (c)	831	6.0	--	3	3
Dallas/Ft. Worth	609	5.5	6	--	6
Phoenix (d)	552	4.4	--	(d)	--
New York (e)	1,634	3.3	--	--	--
San Francisco (f)	960	2.8	--	1	1
Chicago (g)	915	2.6	--	5	5
Orlando	1,516	2.6	--	--	--
Boston	1,773	2.4	--	--	--
Atlanta	724	2.2	1	1	2
San Diego	1,182	2.2	--	--	--
San Antonio	814	2.1	--	--	--
Seattle	1,064	2.0	--	--	--
Minneapolis/St. Paul	733	2.0	--	2	2
Tampa	408	1.6	--	--	--
Sacramento	1,476	1.6	--	--	--
Salt Lake City	909	1.5	--	3	3
Miami/Ft. Lauderdale (h)	1,677	1.5	--	--	--
Philadelphia	1,569	1.3	--	--	--
Nashville	1,143	1.1	--	--	--
Detroit	1,004	1.1	--	--	--
Top 22 markets		63.1	8	16	24
Other markets					
Denver		0.3%	--	17	17
Houston		0.6	--	5	5
All other markets		36.1	--	--	--
Total		100.0%	8	38	46

Note: Average daily departures are rounded and include flights that operate less than one daily flight, on average.

- (a) Reagan Washington National, Baltimore/Washington International Thurgood Marshall, and Washington Dulles International airports.
- (b) Allegiant Air offers five departures per week to Las Vegas.
- (c) Los Angeles International, Bob Hope, Ontario International, John Wayne (Orange County), and Long Beach airports.
- (d) Service to Phoenix was discontinued by US Airways in January 2010.
- (e) Newark Liberty International, LaGuardia, and John F. Kennedy International airports.
- (f) San Francisco, Oakland, and Mineta San Jose international airports.
- (g) Chicago O'Hare and Midway international airports.
- (h) Fort Lauderdale-Hollywood and Miami international airports.

Sources: U.S. Department of Transportation, *Origin-Destination Survey of Airline Passenger Traffic, Domestic*, 2009. Official Airline Guides, Inc. online database, accessed June 2010, for domestic destinations.

Since 2000, airline yields at the Airport have been higher than those for the nation as a whole, reflecting a relatively lower share of low cost carrier service at the Airport compared with that for the nation. In 2009, low cost carriers accounted for 14.7% of enplaned passengers at the Airport compared with a 27.2% share of domestic enplaned passengers in the nation.

- Overall, from 2000 to 2009, average airline fares at the Airport decreased an average of 1.0% per year, more than the decrease in the nation (an average decrease of 0.6% per year) but less than the decrease at Denver (an average of 4.0% per year).

The trend in average airline yields between 2000 and 2009 generally followed the trend in airline fares, with variances explained by annual differences in average passenger trip lengths.

Airline Fares and Service to Top 10 COS Markets

Table 3-15 provides airline fare data for the top 10 destinations from the Airport in 2009, compared with airline fares for those same destinations from Denver International Airport. In 2009, airline fares at the Airport for the top 10 destinations were approximately 13.6% higher than those at Denver International Airport. Fares from Colorado Springs to three of the top 10 destinations – Las Vegas, New York, and Boston – are lower at the Airport than at Denver International Airport. Overall, fares from Colorado Springs to all markets are 21.3% higher than for all markets served from Denver International Airport. Nonstop service was provided to six of the top 10 COS markets from Colorado Springs and to all 10 markets from Denver International Airport. Low cost carrier service is provided from Colorado Springs to Las Vegas (by Allegiant Air) and from Denver to all top 10 Colorado Springs markets. The availability of a large number of low cost carrier seats at Denver International Airport, in many cases greater than the total number of seats offered at COS, contributes to passenger traffic leakage from COS to Denver.

Table 3-14
COMPARATIVE AVERAGE DOMESTIC ONE-WAY AIRLINE FARES AND YIELD
 Colorado Springs Airport, Denver International Airport, and the United States

Year	Colorado Springs Airport			Denver International Airport			United States		
	Average one-way airfare	Yield (cents per mile)	Average passenger trip distance (miles)	Average one-way airfare	Yield (cents per mile)	Average passenger trip distance (miles)	Average one-way airfare	Yield (cents per mile)	Average passenger trip distance (miles)
2000	\$205.07	17.7	1,161	\$213.45	19.4	1,099	\$176.32	16.1	1,093
2001	193.70	16.4	1,179	198.15	17.7	1,118	164.46	14.7	1,117
2002	182.25	15.4	1,181	176.27	15.6	1,132	157.98	13.8	1,144
2003	185.11	15.5	1,197	167.73	14.8	1,137	160.93	13.8	1,166
2004	185.95	15.4	1,209	161.35	14.3	1,129	157.75	13.4	1,177
2005	195.31	16.4	1,192	169.00	15.0	1,129	161.13	13.8	1,171
2006	198.72	17.1	1,159	166.39	15.4	1,083	174.59	15.0	1,166
2007	197.85	17.0	1,164	163.48	15.1	1,080	174.23	14.9	1,168
2008	208.38	17.8	1,173	169.42	15.9	1,068	185.87	15.9	1,171
2009	188.02	15.8	1,193	148.34	13.9	1,066	166.55	14.1	1,178
	Percent increase (decrease)			Percent increase (decrease)			Percent increase (decrease)		
2000-2001	(5.5)%	(7.0)%	1.5%	(7.2)%	(8.7)%	1.7%	(6.7)%	(8.8)%	2.3%
2001-2002	(5.9)	(6.1)	0.2	(11.0)	(12.1)	1.3	(3.9)	(6.2)	2.4
2002-2003	1.6	0.2	1.3	(4.8)	(5.3)	0.5	1.9	(0.1)	1.9
2003-2004	0.5	(0.5)	1.0	(3.8)	(3.1)	(0.7)	(2.0)	(2.9)	1.0
2004-2005	5.0	6.6	(1.5)	4.7	4.8	(0.1)	2.1	2.7	(0.5)
2005-2006	1.7	4.6	(2.7)	(1.5)	2.5	(4.0)	8.4	8.8	(0.4)
2006-2007	(0.4)	(0.8)	0.4	(1.7)	(1.5)	(0.3)	(0.2)	(0.4)	0.2
2007-2008	5.3	4.5	0.8	3.6	4.9	(1.2)	6.7	6.4	0.3
2008-2009	(9.8)	(11.3)	1.7	(12.4)	(12.4)	(0.2)	(10.4)	(11.0)	0.6
	Average annual percent increase (decrease)			Average annual percent increase (decrease)			Average annual percent increase (decrease)		
2000-2002	(5.7)%	(6.5)%	0.8%	(9.1)%	(10.5)%	1.5%	(5.3)%	(7.5)%	2.3%
2002-2008	2.3	2.4	(0.1)	(0.7)	0.3	(1.0)	2.7	2.3	0.4
2000-2009	(1.0)	(1.3)	0.3	(4.0)	(3.6)	(0.3)	(0.6)	(1.5)	0.8

Note: Average fares include federal ticket tax, but are net of PFCs and ancillary airline fees. Southwest started service at Denver International Airport in January 2006.

Source: U.S. Department of Transportation, Federal Aviation Administration, *Origin-Destination Survey of Airline Passenger Traffic, Domestic*, online OD1B database, accessed June 2010.

Table 3-15
AIRFARES AND DAILY NON-STOP DEPARTURES FOR TOP 10 COLORADO SPRINGS DESTINATIONS
 Colorado Springs Airport, Denver International Airport

Top 10 origin-destination markets	Average domestic one-way airfare			Number of average daily scheduled seats		Low cost carrier share of scheduled seats	
	Colorado Springs	Denver International	Colorado Springs vs. Denver (percent variance)	Colorado Springs	Denver International	Colorado Springs	Denver International
Washington, D.C. (a)	\$213.39	\$211.93	0.7%	--	3,070	--%	31%
Las Vegas	95.71	105.90	(9.6)	42	3,106	100	65
Los Angeles (b)	202.67	131.52	54.1	136	5,592	--	44
Dallas/Ft. Worth	170.88	138.83	23.1	749	2,929	--	24
Phoenix (c)	130.62	99.43	31.4	209	3,373	--	56
New York (d)	166.36	192.47	(13.6)	--	2,384	--	23
San Francisco (e)	183.09	140.51	30.3	54	4,521	--	49
Chicago (f)	201.46	146.02	38.0	287	4,159	--	41
Orlando	166.63	161.31	3.3	--	1,152	--	48
Boston	177.19	214.63	(17.4)	--	959	--	16
Top 10 Colorado Springs markets	\$169.82	\$149.44	13.6%	1,478	31,246	6%	49%
All markets	\$206.53	\$170.32	21.3%	3,137	85,469	10%	43%

Notes: n.a.=Not applicable.

Airfares include federal ticket tax, but exclude Passenger Facility Charges and ancillary airline fees.

Low cost carriers include Allegiant, Airtran, Frontier, JetBlue, Southwest, and Spirit airlines.

(a) Reagan Washington National, Baltimore/Washington International Thurgood Marshall, and Washington Dulles International airports.

(b) Los Angeles International, Bob Hope, Ontario International, John Wayne (Orange County), and Long Beach airports.

(c) Service to Phoenix was discontinued in January 2010.

(d) Newark Liberty International, LaGuardia, and John F. Kennedy International airports.

(e) San Francisco, Oakland, and Mineta San Jose international airports.

(f) Chicago O'Hare and Midway international airports.

Sources U.S. Department of Transportation, *Origin-Destination Survey of Airline Passenger Traffic, Domestic, 2009*. Official Airline Guides, Inc. online database, accessed June 2010, for domestic destinations.

Monthly Airline Traffic

Trends in monthly airline traffic, including enplaned passengers, scheduled departing seats, enplaned passenger load factor, and passenger airline landings are presented in the following sections.

Monthly Enplaned Passengers

Table 3-16 presents monthly enplaned passenger data for the Airport for January 2000 through May 2010. The monthly data show the seasonal variation in enplaned passenger traffic, with peak levels occurring from June through August and the lowest monthly activity occurring from November through February. Since June 2008, monthly passenger traffic decreased year-over-year in each month, except for increases from September through November 2009, reflecting the effects of the current economic recession, financial crisis, and airline reductions in seating capacity at the Airport and systemwide.

Monthly Scheduled Departing Seats

Table 3-17 presents monthly scheduled departing seats data for the Airport for January 2000 through December 2010. The trends in the number of scheduled departing seats follow the seasonal variation in enplaned passengers. The peak month shares of annual seats are less than the peak month shares of enplaned passengers, largely because of differences in monthly load factors (the percentage of occupied seats on an aircraft). From July 2008 through June 2010, the number of monthly scheduled departing seats decreased year-over-year in each month, except for October and November 2009 and February and March 2010, reflecting airline capacity reductions. Advance schedule data for last 6 months of 2010 (July through December 2010) show a decrease of approximately 2% in seating capacity in 2010 compared with 2009 (based on schedule data accessed in July 2010).

Monthly Enplaned Passenger Load Factor

As shown on Figure 3-14, enplaned passenger load factors at COS ranged from a low of 69% in January 2010 to a high of nearly 90% during the summer months of 2009. Load factors in recent years decreased as a result of reduced passenger demand related to the national economic recession and financial credit crisis. At the same time, reductions in airline seating capacity have resulted in increased load factors.

Monthly Passenger Airline Aircraft Landings

Table 3-18 presents monthly passenger airline aircraft landings data for the Airport for January 2000 through May 2010. Similar to the trend in scheduled departing seats, the number of monthly passenger airline landings decreased year-over-year in each month from August 2008 through May 2010, except for November 2009, reflecting airline capacity reductions.

Table 3-16
HISTORICAL ENPLANED PASSENGERS BY MONTH
 Colorado Springs Airport

Year	Month												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2000	76,362	77,972	104,998	90,939	105,316	119,859	126,314	122,666	100,855	100,425	97,727	96,933	1,220,366
2001	75,033	67,987	97,608	82,041	98,664	111,785	119,607	114,047	65,726	75,355	76,640	81,361	1,065,854
2002	71,474	69,722	90,742	83,024	98,275	106,170	113,748	103,856	82,363	83,253	75,539	89,991	1,068,157
2003	75,743	70,949	86,020	73,886	84,781	93,174	103,959	97,209	81,555	87,478	74,622	82,267	1,011,643
2004	76,324	68,765	84,089	83,565	88,087	99,454	111,779	94,486	80,952	85,418	75,291	86,537	1,034,747
2005	70,877	68,679	86,899	80,354	88,157	93,872	109,592	101,506	85,358	85,725	77,864	81,950	1,030,833
2006	72,000	71,309	87,288	82,520	90,969	97,773	99,502	96,188	83,295	82,771	80,724	72,677	1,017,016
2007	69,357	63,425	78,068	76,843	89,243	97,864	103,688	103,388	90,857	93,652	87,149	80,052	1,033,586
2008	75,134	72,072	85,211	78,315	93,893	96,288	100,658	96,247	77,288	79,790	68,633	74,818	998,347
2009	62,306	60,048	75,067	70,123	81,024	90,157	95,750	92,400	79,239	79,789	71,224	72,473	929,600
2010	61,296	57,284	69,691	68,588	74,042								
	Percent increase (decrease)												
2000-2001	(1.7%)	(12.8%)	(7.0%)	(9.8%)	(6.3%)	(6.7%)	(5.3%)	(7.0%)	(34.8%)	(25.0%)	(21.6%)	(16.1%)	(12.7%)
2001-2002	(4.7)	2.6	(7.0)	1.2	(0.4)	(5.0)	(4.9)	(8.9)	25.3	10.5	(1.4)	10.6	0.2
2002-2003	6.0	1.8	(5.2)	(11.0)	(13.7)	(12.2)	(8.6)	(6.4)	(1.0)	5.1	(1.2)	(8.6)	(5.3)
2003-2004	0.8	(3.1)	(2.2)	13.1	3.9	6.7	7.5	(2.8)	(0.7)	(2.4)	0.9	5.2	2.3
2004-2005	(7.1)	(0.1)	3.3	(3.8)	0.1	(5.6)	(2.0)	7.4	5.4	0.4	3.4	(5.3)	(0.4)
2007-2008	8.3	13.6	9.1	1.9	5.2	(1.6)	(2.9)	(6.9)	(14.9)	(14.8)	(21.2)	(6.5)	(3.4)
2008-2009	(17.1)	(16.7)	(11.9)	(10.5)	(13.7)	(6.4)	(4.9)	(4.0)	2.5	0.0	3.8	(3.1)	(6.9)
2009-2010	(1.6)	(4.6)	(7.2)	(2.2)	(8.6)								
	Percent of total												
2000	6.3%	6.4%	8.6%	7.5%	8.6%	9.8%	10.4%	10.1%	8.3%	8.2%	8.0%	7.9%	100.0%
2001	7.0	6.4	9.2	7.7	9.3	10.5	11.2	10.7	6.2	7.1	7.2	7.6	100.0
2002	6.7	6.5	8.5	7.8	9.2	9.9	10.6	9.7	7.7	7.8	7.1	8.4	100.0
2003	7.5	7.0	8.5	7.3	8.4	9.2	10.3	9.6	8.1	8.6	7.4	8.1	100.0
2004	7.4	6.6	8.1	8.1	8.5	9.6	10.8	9.1	7.8	8.3	7.3	8.4	100.0
2005	6.9	6.7	8.4	7.8	8.6	9.1	10.6	9.8	8.3	8.3	7.6	7.9	100.0
2006	7.1	7.0	8.6	8.1	8.9	9.6	9.8	9.5	8.2	8.1	7.9	7.1	100.0
2007	6.7	6.1	7.6	7.4	8.6	9.5	10.0	10.0	8.8	9.1	8.4	7.7	100.0
2008	7.5	7.2	8.5	7.8	9.4	9.6	10.1	9.6	7.7	8.0	6.9	7.5	100.0
2009	6.7	6.5	8.1	7.5	8.7	9.7	10.3	9.9	8.5	8.6	7.7	7.8	100.0

Note: Data include domestic and international passengers enplaned on mainline and regional passenger airlines.

Source: City of Colorado Springs, Airport Records.

Table 3-17
HISTORICAL SCHEDULED DEPARTING SEATS BY MONTH
 Colorado Springs Airport

Year	Month												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2000	173,655	163,063	160,545	155,755	160,842	163,929	163,535	164,845	152,148	151,162	151,585	156,948	1,918,012
2001	153,457	136,316	150,819	146,037	158,954	157,416	171,800	171,744	154,931	134,059	126,794	125,356	1,787,683
2002	130,469	121,604	146,725	146,834	153,789	155,527	159,649	156,764	136,416	137,669	132,962	141,584	1,719,992
2003	134,097	121,962	143,392	136,205	131,933	126,178	132,963	132,412	125,063	129,310	112,407	119,889	1,545,811
2004	120,666	115,765	126,780	122,588	129,682	130,320	132,408	131,951	115,313	119,270	115,347	123,775	1,483,865
2005	117,462	100,597	112,648	114,899	119,099	127,803	135,350	133,188	121,692	119,319	112,480	114,963	1,429,500
2006	112,623	100,902	114,636	118,953	118,352	116,501	120,329	120,809	108,906	110,970	102,901	99,895	1,345,777
2007	92,723	83,488	96,095	96,738	111,626	115,174	123,184	123,176	112,522	117,232	109,199	109,210	1,290,367
2008	100,338	96,680	107,060	108,360	117,084	118,268	122,646	120,598	97,908	100,128	92,150	95,788	1,277,008
2009	89,112	81,368	92,788	89,318	93,338	101,900	108,080	106,674	93,620	100,160	93,849	94,660	1,144,867
2010	88,712	81,826	92,872	88,370	91,958	98,818	103,778	101,724	91,910	95,666	93,300	97,036	1,125,970
	Percent increase (decrease)												
2000-2001	(11.6%)	(16.4%)	(6.1%)	(6.2%)	(1.2%)	(4.0%)	5.1%	4.2%	1.8%	(11.3%)	(16.4%)	(20.1%)	(6.8%)
2001-2002	(15.0)	(10.8)	(2.7)	0.5	(3.2)	(1.2)	(7.1)	(8.7)	(12.0)	2.7	4.9	12.9	(3.8)
2002-2003	2.8	0.3	(2.3)	(7.2)	(14.2)	(18.9)	(16.7)	(15.5)	(8.3)	(6.1)	(15.5)	(15.3)	(10.1)
2003-2004	(10.0)	(5.1)	(11.6)	(10.0)	(1.7)	3.3	(0.4)	(0.3)	(7.8)	(7.8)	2.6	3.2	(4.0)
2004-2005	(2.7)	(13.1)	(11.1)	(6.3)	(8.2)	(1.9)	2.2	0.9	5.5	0.0	(2.5)	(7.1)	(3.7)
2005-2006	(4.1)	0.3	1.8	3.5	(0.6)	(8.8)	(11.1)	(9.3)	(10.5)	(7.0)	(8.5)	(13.1)	(5.9)
2006-2007	(17.7)	(17.3)	(16.2)	(18.7)	(5.7)	(1.1)	2.4	2.0	3.3	5.6	6.1	9.3	(4.1)
2007-2008	8.2	15.8	11.4	12.0	4.9	2.7	(0.4)	(2.1)	(13.0)	(14.6)	(15.6)	(12.3)	(1.0)
2008-2009	(11.2)	(15.8)	(13.3)	(17.6)	(20.3)	(13.8)	(11.9)	(11.5)	(4.4)	0.0	1.8	(1.2)	(10.3)
2009-2010	(0.4)	0.6	0.1	(1.1)	(1.5)	(3.0)	(4.0)	(4.6)	(1.8)	(4.5)	(0.6)	2.5	(1.7)
	Percent of total												
2000	9.1%	8.5%	8.4%	8.1%	8.4%	8.5%	8.5%	8.6%	7.9%	7.9%	7.9%	8.2%	100.0%
2001	8.6	7.6	8.4	8.2	8.9	8.8	9.6	9.6	8.7	7.5	7.1	7.0	100.0
2002	7.6	7.1	8.5	8.5	8.9	9.0	9.3	9.1	7.9	8.0	7.7	8.2	100.0
2003	8.7	7.9	9.3	8.8	8.5	8.2	8.6	8.6	8.1	8.4	7.3	7.8	100.0
2004	8.1	7.8	8.5	8.3	8.7	8.8	8.9	8.9	7.8	8.0	7.8	8.3	100.0
2005	8.2	7.0	7.9	8.0	8.3	8.9	9.5	9.3	8.5	8.3	7.9	8.0	100.0
2006	8.4	7.5	8.5	8.8	8.8	8.7	8.9	9.0	8.1	8.2	7.6	7.4	100.0
2007	7.2	6.5	7.4	7.5	8.7	8.9	9.5	9.5	8.7	9.1	8.5	8.5	100.0
2008	7.9	7.6	8.4	8.5	9.2	9.3	9.6	9.4	7.7	7.8	7.2	7.5	100.0
2009	7.8	7.1	8.1	7.8	8.2	8.9	9.4	9.3	8.2	8.7	8.2	8.3	100.0
2010	7.9	7.3	8.2	7.8	8.2	8.8	9.2	9.0	8.2	8.5	8.3	8.6	100.0

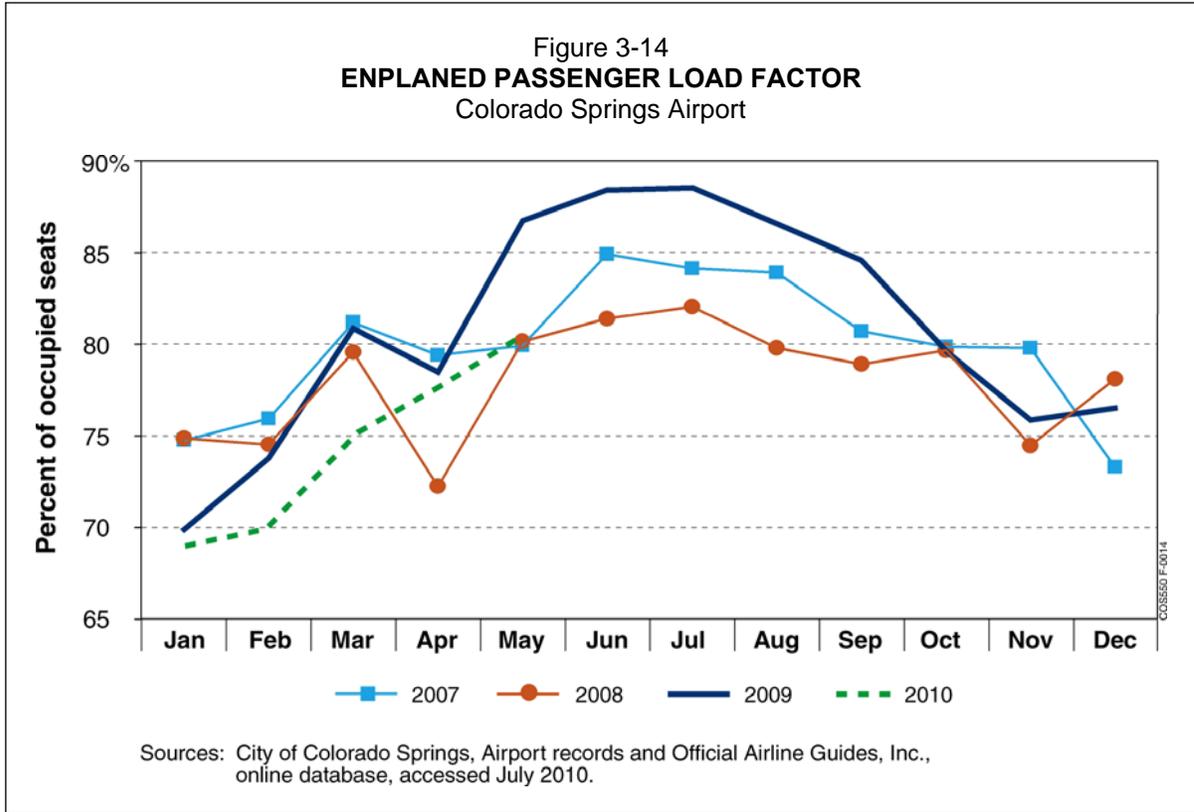
Note: Data include domestic and international departing seats on mainline and regional passenger airlines.
 Data for the last 5 months of 2010 are based on published airline schedules available at the preparation of this report.
 Source: Official Airline Guides, Inc., online database, accessed July 2010.

Table 3-18
HISTORICAL PASSENGER AIRLINE AIRCRAFT LANDINGS BY MONTH
 Colorado Springs Airport

Year	Month												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2000	1,489	1,407	1,471	1,456	1,517	1,478	1,479	1,470	1,414	1,454	1,423	1,437	17,495
2001	1,435	1,131	1,395	1,351	1,533	1,498	1,623	1,610	1,131	1,262	1,346	1,365	16,680
2002	1,417	1,343	1,645	1,658	1,723	1,693	1,771	1,732	1,583	1,645	1,680	1,713	19,603
2003	1,637	1,528	1,690	1,570	1,518	1,471	1,562	1,571	1,507	1,523	1,438	1,518	18,533
2004	1,570	1,527	1,664	1,622	1,682	1,655	1,687	1,751	1,581	1,658	1,600	1,684	19,681
2005	1,606	1,344	1,573	1,516	1,608	1,685	1,718	1,748	1,584	1,611	1,488	1,549	19,030
2006	1,526	1,359	1,586	1,564	1,606	1,611	1,617	1,644	1,417	1,359	1,292	1,262	17,843
2007	1,316	1,162	1,319	1,331	1,584	1,593	1,713	1,710	1,545	1,611	1,503	1,463	17,850
2008	1,453	1,386	1,489	1,508	1,640	1,662	1,777	1,699	1,336	1,367	1,281	1,330	17,928
2009	1,282	1,191	1,354	1,274	1,349	1,477	1,537	1,500	1,311	1,354	1,298	1,327	16,254
2010	1,196	1,132	1,252	1,194	1,300								
	Percent increase (decrease)												
2000-2001	(3.6%)	(19.6%)	(5.2%)	(7.2%)	1.1%	1.4%	9.7%	9.5%	(20.0%)	(13.2%)	(5.4%)	(5.0%)	(4.7%)
2001-2002	(1.3)	18.7	17.9	22.7	12.4	13.0	9.1	7.6	40.0	30.3	24.8	25.5	17.5
2002-2003	15.5	13.8	2.7	(5.3)	(11.9)	(13.1)	(11.8)	(9.3)	(4.8)	(7.4)	(14.4)	(11.4)	(5.5)
2003-2004	(4.1)	(0.1)	(1.5)	3.3	10.8	12.5	8.0	11.5	4.9	8.9	11.3	10.9	6.2
2004-2005	2.3	(12.0)	(5.5)	(6.5)	(4.4)	1.8	1.8	(0.2)	0.2	(2.8)	(7.0)	(8.0)	(3.3)
2005-2006	(5.0)	1.1	0.8	3.2	(0.1)	(4.4)	(5.9)	(5.9)	(10.5)	(15.6)	(13.2)	(18.5)	(6.2)
2006-2007	(13.8)	(14.5)	(16.8)	(14.9)	(1.4)	(1.1)	5.9	4.0	9.0	18.5	16.3	15.9	0.0
2007-2008	10.4	19.3	12.9	13.3	3.5	4.3	3.7	(0.6)	(13.5)	(15.1)	(14.8)	(9.1)	0.4
2008-2009	(11.8)	(14.1)	(9.1)	(15.5)	(17.7)	(11.1)	(13.5)	(11.7)	(1.9)	(1.0)	1.3	(0.2)	(9.3)
2009-2010	(6.7)	(5.0)	(7.5)	(6.3)	(3.6)								
	Percent of total												
2000	8.5%	8.0%	8.4%	8.3%	8.7%	8.4%	8.5%	8.4%	8.1%	8.3%	8.1%	8.2%	100.0%
2001	8.6	6.8	8.4	8.1	9.2	9.0	9.7	9.7	6.8	7.6	8.1	8.2	100.0
2002	7.2	6.9	8.4	8.5	8.8	8.6	9.0	8.8	8.1	8.4	8.6	8.7	100.0
2003	8.8	8.2	9.1	8.5	8.2	7.9	8.4	8.5	8.1	8.2	7.8	8.2	100.0
2004	8.0	7.8	8.5	8.2	8.5	8.4	8.6	8.9	8.0	8.4	8.1	8.6	100.0
2005	8.4	7.1	8.3	8.0	8.4	8.9	9.0	9.2	8.3	8.5	7.8	8.1	100.0
2006	8.6	7.6	8.9	8.8	9.0	9.0	9.1	9.2	7.9	7.6	7.2	7.1	100.0
2007	7.4	6.5	7.4	7.5	8.9	8.9	9.6	9.6	8.7	9.0	8.4	8.2	100.0
2008	8.1	7.7	8.3	8.4	9.1	9.3	9.9	9.5	7.5	7.6	7.1	7.4	100.0
2009	7.9	7.3	8.3	7.8	8.3	9.1	9.5	9.2	8.1	8.3	8.0	8.2	100.0

Note: Data include aircraft landings by mainline and regional passenger airlines.
 Source: City of Colorado Springs, Airport Records.

Figure 3-14
ENPLANED PASSENGER LOAD FACTOR
 Colorado Springs Airport



Air Cargo

Table 3-19 presents data on total air cargo (enplaned and deplaned) at the Airport from 1996 through 2009. Enplaned air cargo at the Airport accounted for 37% of total cargo tonnage (enplaned plus deplaned) in 2009, although, historically, enplaned air cargo has accounted for nearly 50% of total air cargo. The decrease in the share of enplaned cargo at COS in 2009 reflects: (1) a 26.1% decrease in enplaned cargo related to the national economic recession and (2) a 16.1% increase in deplaned cargo, most likely related to increased military activity in the Colorado Springs MSA during this period. Total air cargo tonnage decreased an average of 5.4% per year between 1996 and 2009, and has decreased each year since 2000, reflecting:

- The economic recession in 2001 and the current recession that began in December 2007
- A reduction in available belly-cargo capacity on passenger airlines as a result of increases in the use of regional jet aircraft and low cost carrier operations which have less cargo capacity than larger air carrier aircraft
- The availability of reduced-cost belly-cargo capacity, particularly on widebody aircraft designed for containerized cargo, and direct international freighter service at other gateway airports, such as Chicago O’Hare, Los Angeles, and Dallas/Fort Worth international airports

- An increasing trend among freight forwarders to bypass airports and truck cargo to gateways that have available reduced-cost belly-cargo capacity
- The reorganization and consolidation in the cargo industry in response to the increase in fuel prices in 2008 and the national economic recession.

In 2009, about 99% of total air cargo at COS was transported by all-cargo airlines (integrated carriers and regional feeders), with the remaining 1% handled by the passenger airlines as belly cargo. From 1996 to 2009, air cargo tonnage on all-cargo airlines decreased an average of 1.9% per year, compared with an average decrease of 32.2% in air cargo handled by passenger airlines during the same period.

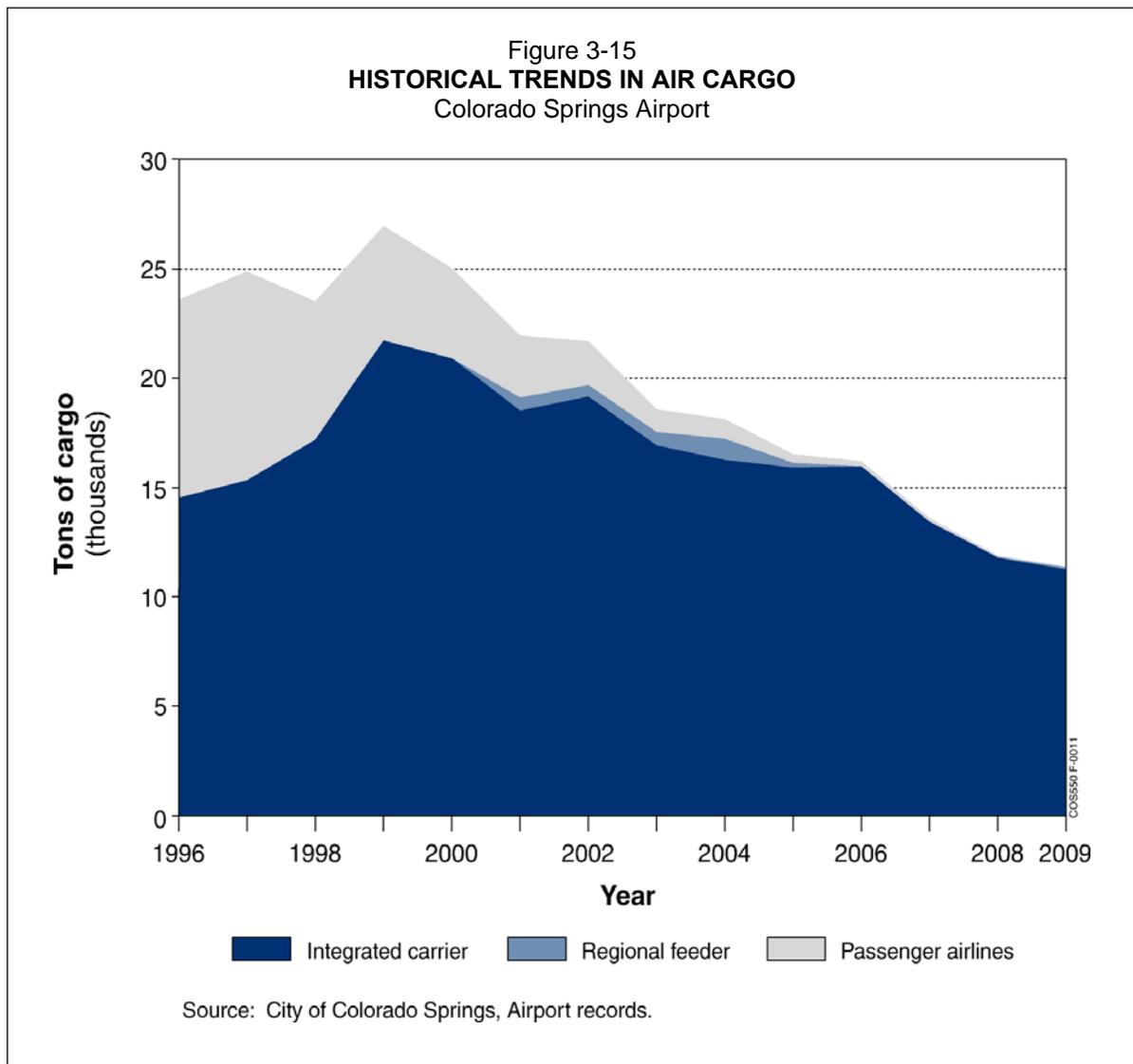


Table 3-19
HISTORICAL AIR CARGO TONNAGE
 Colorado Springs Airport

	Freight	Mail	Total	Average annual percent increase (decrease)
1996	18,316	5,389	23,705	--%
1997	17,684	7,306	24,990	5.4
1998	18,432	4,996	23,428	(6.3)
1999	22,832	4,238	27,070	15.5
2000	21,817	3,337	25,154	(7.1)
2001	19,842	2,221	22,063	(12.3)
2002	20,291	1,513	21,804	(1.2)
2003	18,161	527	18,688	(14.3)
2004	17,754	482	18,236	(2.4)
2005	16,568	157	16,725	(8.3)
2006	16,301	1	16,302	(2.5)
2007	14,190	0	13,477	(13.0)
2008	11,994	1	11,996	(15.5)
2009	11,484	0	11,484	(4.3)
	Average annual percent increase (decrease)			
1996-2000	4.5%	(11.3%)	1.5%	
2000-2009	(6.9)	(67.0)	(8.3)	
1996-2009	(3.5)	(55.2)	(5.4)	

Notes: Sum of enplaned and deplaned cargo.
 Totals may not add due to rounding.
 March 2007 Airport records were supplemented by U.S.
 Department of Transportation, T100 online database, accessed
 October 2010.

Source: City of Colorado Springs, Airport records, except where noted.

HISTORICAL AIRCRAFT OPERATIONS

This section summarizes historical total aircraft operations at the Airport from 1990 through 2009. Aircraft operations include the total number of departures and arrivals by air carrier, air taxi and commuter, general aviation, and military aircraft. An aircraft operation is defined as either a takeoff or a landing at the Airport.

Air Carrier

Air carrier operations are those performed in revenue service by the passenger and all-cargo airlines serving the Airport. Included are scheduled flights, charter flights (including those commercial aircraft destined for the Department of Defense's Arrival/Departure Airfield Control Group (A/DACG) facility), diverted flights, and ferry operations (empty flights). The FAA defines an air carrier aircraft, for traffic counting purposes, as capable of carrying more than 60 passengers and provides a list of model types that are counted as air carrier operations (Appendix 3 in Order JO 7210.3W), even if the aircraft is conducting air freight operations.¹⁷ As shown in Table 3-20, air carrier aircraft operations decreased an average of 0.5% per year between 1990 and 2009, including an average decrease of 4.4% per year between 2000 and 2009.

Air Taxi and Commuter

Air taxi and commuter operations consist of unscheduled operations of "for hire" air taxis and the scheduled operations of commuter airlines, including regional affiliate airlines operating aircraft with less than 60 seats. The FAA defines air taxi and commuter operations as those performed by aircraft other than those listed in Appendix 3 noted above and which use three-letter company designators. Fractional ownership and management companies and corporate flight departments that use a three-letter company designator are included in air taxi operations. As shown in Table 3-20, air taxi and commuter aircraft operations increased an average of 4.6% per year between 1990 and 2009, the fastest growing category of aircraft operations.

General Aviation

General aviation operations include all civil aircraft operations not classified as air carrier or air taxi and commuter operations. As shown in Table 3-20, general aviation aircraft operations decreased an average of 1.9% per year between 1990 and 2009. According to the City of Colorado Springs Airport records, a total of 235 general aviation aircraft were based at the Airport in 2009, including 164 single engine piston, 32 multi-engine piston, 16 turboprop engine, 19 jet engine, and 4 helicopters.

¹⁷U.S. Department of Transportation, Federal Aviation Administration, Order JO 7210.3W, February 11, 2010, http://www.faa.gov/air_traffic/publications.

Military

Military aircraft operations at the Airport have averaged approximately 32,500 operations per year from 1990 through 2009. In 2009, military operations totaled 38,459, exceeding the 19-year average. Historically, military operations have varied with geopolitical trends and changes to the mission.

Table 3-20
HISTORICAL AIRCRAFT OPERATIONS
 Colorado Springs Airport

	Commercial flights			General aviation	Military	Total	Percent increase (decrease)
	Air carrier (a)	Commuter/air taxi (b)	Subtotal				
1990	21,920	7,821	29,741	99,300	45,330	174,371	--%
1991	24,755	4,159	28,914	129,814	39,697	198,425	13.8
1992	22,869	3,848	26,717	166,918	44,541	238,176	20.0
1993	23,853	7,440	31,293	174,540	42,169	248,002	4.1
1994	22,700	11,379	34,079	151,325	40,029	225,433	(9.1)
1995	35,899	9,845	45,744	133,268	35,024	214,036	(5.1)
1996	59,745	10,564	70,309	127,063	30,228	227,600	6.3
1997	51,377	23,575	74,952	103,184	24,248	202,384	(11.1)
1998	29,309	17,243	46,552	110,260	25,919	182,731	(9.7)
1999	32,295	18,358	50,653	162,196	24,921	237,770	30.1
2000	30,138	15,584	45,722	149,920	25,097	220,739	(7.2)
2001	25,783	17,423	43,206	140,954	22,061	206,221	(6.6)
2002	22,932	26,381	49,313	144,024	24,829	218,166	5.8
2003	19,982	28,609	48,591	105,525	46,831	200,947	(7.9)
2004	18,479	30,681	49,160	92,228	33,914	175,302	(12.8)
2005	20,656	27,509	48,165	88,694	29,647	166,506	(5.0)
2006	20,270	23,622	43,892	75,044	22,722	141,658	(14.9)
2007	20,465	21,581	42,046	88,699	25,596	156,341	10.4
2008	22,882	20,399	43,281	73,463	29,109	145,853	(6.7)
2009	20,077	18,349	38,426	68,411	38,459	145,296	(0.4)
	Average annual percent increase (decrease)						
1990-2000	3.2%	7.1%	4.4%	4.2%	(5.7%)	2.4%	
2000-2009	(4.4)	1.8	(1.9)	(8.3)	4.9	(4.5)	
1990-2009	(0.5)	4.6	1.4	(1.9)	(0.9)	(1.0)	

Notes: Sum of takeoffs and landings.
 (a) Includes all-cargo carrier operations.
 (b) Includes scheduled and for-hire service passenger and cargo service on aircraft with less than 60 seats.

Source: Federal Aviation Administration, Air Traffic Activity Data System (ATADS), accessed January 11, 2010.

Monthly Aircraft Operations

Table 3-21 presents monthly total aircraft operations data for the Airport for January 2000 through May 2010. The monthly data show the seasonal variation in total aircraft operations, with June and August each accounting for 10.4% of annual operations in 2009. From 2000 through 2009, August accounted for the peak share of annual aircraft operations at the Airport, with an average of 10.0% of annual operations.

Table 3-21
HISTORICAL AIRCRAFT OPERATIONS BY MONTH
 Colorado Springs Airport

Year	Month												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2000	13,816	17,310	15,737	17,205	19,393	22,414	19,720	22,844	21,607	18,587	16,569	15,537	220,739
2001	14,985	11,877	13,197	13,412	15,533	21,979	21,132	22,164	14,392	21,364	20,144	16,042	206,221
2002	16,313	18,101	17,846	15,942	17,690	21,782	21,840	23,169	17,636	18,119	16,236	13,492	218,166
2003	17,465	13,870	17,657	15,392	13,948	18,991	17,033	21,031	18,013	17,732	16,754	13,061	200,947
2004	13,826	13,962	14,726	11,944	13,525	14,780	16,395	15,851	18,151	15,586	13,612	12,944	175,302
2005	12,565	12,903	12,935	13,466	13,473	15,285	16,207	15,471	14,919	14,640	12,915	11,727	166,506
2006	11,232	10,719	10,383	10,717	11,711	13,081	13,826	13,461	13,461	11,717	11,269	9,716	141,658
2007	10,550	10,718	11,471	10,698	13,630	14,599	16,339	16,520	13,650	14,355	13,780	10,031	156,341
2008	9,994	11,031	11,294	12,610	10,745	13,220	16,678	12,085	13,432	13,790	11,363	9,611	145,853
2009	11,197	9,953	11,181	10,929	11,671	15,110	14,230	15,119	11,567	11,668	11,713	10,958	145,296
2010	12,166	10,191	13,264	11,147	10,272								
	Percent change												
2000-2001	8.5%	(31.4%)	(16.1%)	(22.0%)	(19.9%)	(1.9%)	7.2%	(3.0%)	(33.4%)	14.9%	21.6%	3.3%	(6.6%)
2001-2002	8.9	52.4	35.2	18.9	13.9	(0.9)	3.4	4.5	22.5	(15.2)	(19.4)	(15.9)	5.8
2002-2003	7.1	(23.4)	(1.1)	(3.5)	(21.2)	(12.8)	(22.0)	(9.2)	2.1	(2.1)	3.2	(3.2)	(7.9)
2005-2006	(10.6)	(16.9)	(19.7)	(20.4)	(13.1)	(14.4)	(14.7)	(10.6)	(9.8)	(20.0)	(12.7)	(17.1)	(14.9)
2006-2007	(6.1)	0.0	10.5	(0.2)	16.4	11.6	18.2	19.5	1.4	22.5	22.3	3.2	10.4
2007-2008	(5.3)	2.9	(1.5)	17.9	(21.2)	(9.4)	2.1	(26.8)	(1.6)	(3.9)	(17.5)	(4.2)	(6.7)
2008-2009	12.0	(9.8)	(1.0)	(13.3)	8.6	14.3	(14.7)	25.1	(13.9)	(15.4)	3.1	14.0	(0.4)
2009-2010	8.7	2.4	18.6	2.0	(12.0)								
	Percent of total												
2000	6.3%	7.8%	7.1%	7.8%	8.8%	10.2%	8.9%	10.3%	9.8%	8.4%	7.5%	7.0%	100.0%
2001	7.3	5.8	6.4	6.5	7.5	10.7	10.2	10.7	7.0	10.4	9.8	7.8	100.0
2002	7.5	8.3	8.2	7.3	8.1	10.0	10.0	10.6	8.1	8.3	7.4	6.2	100.0
2003	8.7	6.9	8.8	7.7	6.9	9.5	8.5	10.5	9.0	8.8	8.3	6.5	100.0
2004	7.9	8.0	8.4	6.8	7.7	8.4	9.4	9.0	10.4	8.9	7.8	7.4	100.0
2005	7.5	7.7	7.8	8.1	8.1	9.2	9.7	9.3	9.0	8.8	7.8	7.0	100.0
2006	7.9	7.6	7.3	7.6	8.3	9.2	9.8	9.8	9.5	8.3	8.0	6.9	100.0
2007	6.7	6.9	7.3	6.8	8.7	9.3	10.5	10.6	8.7	9.2	8.8	6.4	100.0
2008	6.9	7.6	7.7	8.6	7.4	9.1	11.4	8.3	9.2	9.5	7.8	6.6	100.0
2009	7.7	6.9	7.7	7.5	8.0	10.4	9.8	10.4	8.0	8.0	8.1	7.5	100.0
10-year average	7.4	7.3	7.7	7.5	8.0	9.6	9.8	10.0	8.9	8.9	8.1	6.9	100.0

Note: Data include passenger and cargo airline, general aviation, military, and air taxi operations.

Source: Federal Aviation Administration, Air Traffic Activity Data System (ATADS), online database, accessed May 2010.

ORIGINAL AVIATION DEMAND FORECASTS

This section summarizes the forecasts of enplaned passengers, air cargo, and total aircraft operations for COS, including the forecast approach, methodology, and assumptions. The forecasts are prepared for five future demand years, including an estimate for 2010 (based on year to date activity – January through May 2010 – available when this report was prepared), a near-term forecast for 2011, and long-term forecasts for 2014, 2019, 2024, and 2030. The base year for the forecasts is 2009.

Enplaned Passengers

This section summarizes the key elements considered in the preparation of enplaned passenger forecasts for COS.

Forecast Approach and Methodology

The forecast methodology incorporated a multi-tiered approach to evaluate passenger traffic in the Colorado Springs MSA, including: (1) a historical trend analysis of enplaned passengers, (2) a regression analysis of COS originating passengers, including consideration of passenger traffic leakage from the Colorado Springs Airport service region to Denver International Airport, (3) an analysis of low cost carrier and other airline service at COS and Denver International Airport, and (4) supplemental analyses to evaluate data for peer airports. It was recognized that a single approach would not adequately account for all of the key factors that affect passenger demand.

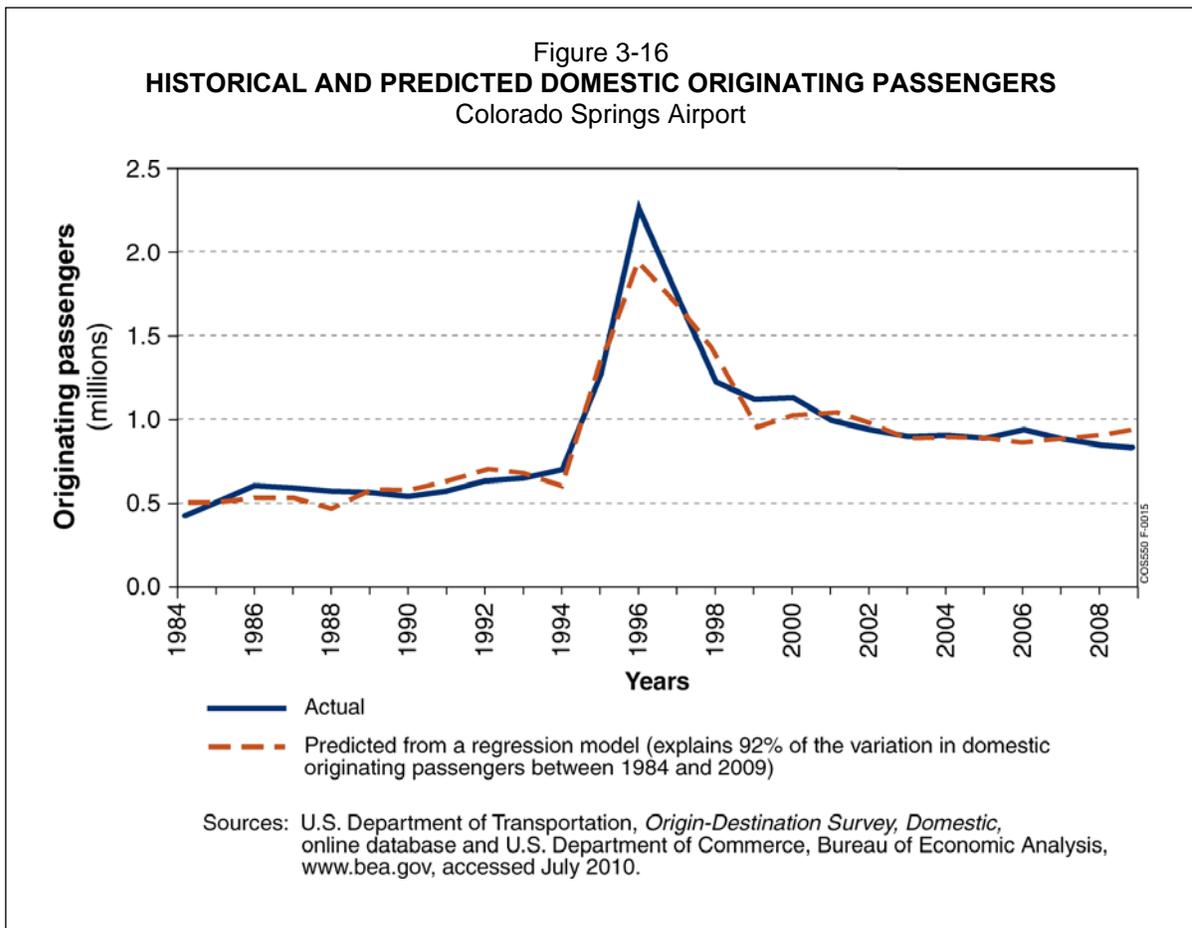
Enplaned Passenger Trends

The number of enplaned passengers at the Airport increased an average of 2.4% per year between 1990 and 2009, exceeding the growth rate for the nation as a whole during this period (an average of 2.2% per year). This period included the expansion and cessation of service by Western Pacific Airlines at the Airport between 1995 and 1997. Since 1997, much of the growth in passenger traffic at the Airport has been driven by regional affiliates, with mainline activity decreasing an average of 2.8% per year between 1990 and 2009. Although the number of enplaned passengers at the Airport decreased between 2000 and 2009, a recovery in passenger traffic is expected, given the positive economic outlook for the Colorado Springs MSA, Colorado, and the United States as described in “Economic Basis for Aviation Demand,” with a return to a rate of increase consistent with the long-term historical trends.

Originating Passengers

As discussed previously in “Regional Originating Passenger Market,” COS shares its overall Airport service region with Denver International Airport. The overall Airport service region is defined by the location of and driving distance to other air carrier airports, as well as by the availability, price, and quality of airline service at those other airports. The trend in COS originating passengers can be explained by a regression analysis relating passenger trends to economic and airline industry

metrics. As shown on Figure 3-16, the historical trend in COS originating passengers relates strongly to the predicted values from a regression model which includes Colorado Springs MSA total personal income (in 2009 dollars) and COS airline yields (cents per passenger-mile, in 2009 dollars).¹⁸ The relationship is strongest, however, when a variable for the development and cessation of service by Western Pacific Airlines at the Airport is included for 1995 through 1998. In addition, a variable for airline yields at Denver International Airport (in 2009 dollars) reflecting passenger traffic leakage also strengthened the model. Appendix C presents a summary of the regression model and statistics.



¹⁸The statistical reliability of regression models is typically measured by a statistic known as “R-squared.” An R-squared of 1.0 would represent a perfect historical correlation; this model has an R-squared of 0.92.

Airline Service

As discussed previously in “Airline Fares and Service to Top 10 COS Markets,” enplaned passenger trends at the Airport have been affected by changes in airline service, including the introduction and continued development of low cost carrier service at Denver International Airport and the replacement of mainline service with the increasing use of regional affiliates. The availability of a large number of low cost carrier seats at Denver International Airport contributes to passenger traffic leakage from COS to Denver. Historical and projected economic activity in the Colorado Springs MSA suggests that organic growth in economic activity will support future development in airline service at the Airport and a growing O&D passenger base.

Peer Airports

As part of the preparation of aviation demand forecasts, a comparison with other small hub airport peers was conducted. The objective was to better understand the performance of Colorado Springs Airport relative to some of its peers and to evaluate the key drivers at peer airports in preparing forecasts of aviation demand for the Airport. Appendix C presents a summary of the peer airports analysis, including each characteristic or metric used to compare Colorado Springs Airport to that of 11 peer airports, the average of the 12 airports, and the average of the top 30 small hub airports in the United States according to passenger activity. Enplaned passenger load factors and airline yield (both important metrics used by airlines to compare the revenue performance of airports and markets) were two metrics used in this analysis that demonstrated the strength of the COS passenger market. In particular:

- COS outperforms nearly all small hubs in terms of enplaned passenger load factor, whether evaluating all small hubs or the 11 peer airports.
- COS airline yields¹⁹ have been consistently above national average and that for other small hub airports.

With strong load factors and airline yields, airlines will likely continue to consider additional air service to Colorado Springs because the market has historically outperformed other similar markets with respect to generating airline revenue.

Forecast Assumptions

Forecasts of enplaned passengers were developed taking into account analyses of the economic basis for airline traffic, analyses of historical airline traffic, and an assessment of the key factors that may affect future airline traffic, as discussed previously. In general, it was assumed that, in the long term, changes in airline traffic at the Airport will occur largely as a function of growth in the population and economy of the Airport service region and changes in airline service. It was also

¹⁹ “Yield” is the average price someone pays to fly one mile, excluding government taxes and ancillary fees.

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.

In the near term, it was assumed that:

- Slow recovery from the economic recession, weak growth in the U.S. and Colorado Springs MSA economies, and reduced disposable income will depress the demand for airline travel through 2010.
- Aviation fuel prices will stabilize at levels that are historically high, but lower than the record prices reached in mid-2008.
- Airlines will reduce domestic and international seat capacity consistent with airline schedules published in July 2010.

From 2011 through 2035, passenger numbers at the Airport are forecast to increase gradually on the basis of the assumptions that:

- The U.S. economy will recover from the recession and experience sustained GDP growth averaging between 2.0% and 2.5% per year, consistent with the historical trends and long-term growth in GDP projected by the Congressional Budget Office (see Table 3-8).
- The economy of the Colorado Springs MSA (as measured by employment and per capita income) will increase at a rate comparable to that of the U.S. as a whole as projected by the Colorado Department of Local Affairs (see Table 3-9).
- 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.
- The Airport will continue to be the principal O&D airport for the Colorado Springs MSA and to have a low cost carrier presence.
- The airlines serving the Airport will be financially viable and capable of adding the seating capacity required to accommodate additional demand.
- Competition among the airlines serving the Airport will ensure the continued availability of competitive airfares.

Estimated Enplaned Passengers in 2010

In 2010, the number of enplaned passengers at the Airport is estimated to total 921,700, a 0.8% decrease from the 2009 total, reflecting actual data for the first 5 months of 2010 (January through May), published flight schedules for the Airport, announced airline service additions at the Airport, and airline industry guidance regarding reductions in seating capacity for 2010.

Enplaned Passenger Forecasts

The number of enplaned passengers at COS is forecast to increase an average of 2.8% per year between 2009 and 2035, from 929,600 in 2009 to 1.9 million in 2035, as shown in Table 3-22. The forecasts of enplaned passengers at COS were based on:

- A review of historical trends in enplaned passengers at COS as summarized in “Enplaned Passengers” and shown in Table 3-12
- A regression analysis of historical originating passengers at COS that relates the changes in passenger demand to changes in the key explanatory variables, as discussed previously in the “Originating Passengers” and shown on Figure 3-16
- Regional projections of Colorado Springs MSA per capita income by the Colorado Department of Local Affairs, as shown in Table 3-9
- An average increase of 0.5% per year in COS real airline yield (in 2009 dollars) reflecting the current mix of airlines serving the Airport and an average decrease of 0.4% per year in real airline yield at Denver International Airport reflecting the current share of low cost carrier service. The FAA forecasts U.S. domestic yield to decrease an average of 0.8% per year between 2009 and 2030.²⁰
- An evaluation of low cost carrier service trends at COS and Denver International Airport and the effect of that service on domestic originating passenger demand
- Professional judgment in evaluating the reasonableness of the forecast results

²⁰U.S. Department of Transportation, Federal Aviation Administration, FAA Aerospace Forecasts: FFY 2009 – 2030, March 2010.

Table 3-22
FORECASTS OF ENPLANED PASSENGERS: BASELINE
 Master Plan Update
 Colorado Springs Airport
 2009 – 2035

	Historical 2009	Estimated 2010 (b)	Baseline forecast				
			2011	2014	2019	2029	2035
Enplaned passengers							
Mainline (a)	255,950	258,400	258,000	271,000	306,500	392,000	445,200
Regional affiliate	640,977	625,600	657,800	716,300	849,500	1,141,700	1,308,500
Low cost carriers	32,673	37,700	38,200	44,200	59,200	111,200	156,800
	<u>929,600</u>	<u>921,700</u>	<u>954,000</u>	<u>1,031,500</u>	<u>1,215,200</u>	<u>1,644,900</u>	<u>1,910,500</u>
Average annual percent change		(0.8%)	3.5%	2.6%	3.3%	3.1%	2.5%
Passenger airline aircraft departures							
Mainline (a)	2,287	2,250	2,250	2,360	2,640	3,310	3,710
Regional affiliate	13,718	12,810	13,340	14,250	16,100	19,400	20,700
Low cost carriers	249	280	330	380	500	930	1,310
	<u>16,254</u>	<u>15,340</u>	<u>15,920</u>	<u>16,990</u>	<u>19,240</u>	<u>23,640</u>	<u>25,720</u>
Average annual percent change		(5.6%)	3.8%	2.2%	2.5%	2.1%	1.4%
Average daily passenger airline aircraft departures							
Mainline (a)	6	6	6	6	7	9	10
Regional affiliate	38	35	37	39	44	53	57
Low cost carriers	1	1	1	1	1	3	4
	<u>45</u>	<u>42</u>	<u>44</u>	<u>47</u>	<u>53</u>	<u>65</u>	<u>70</u>
Average annual percent change		(5.7%)	3.8%	2.2%	2.5%	2.1%	1.4%

The forecasts presented in this table were prepared using the information and assumptions given in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

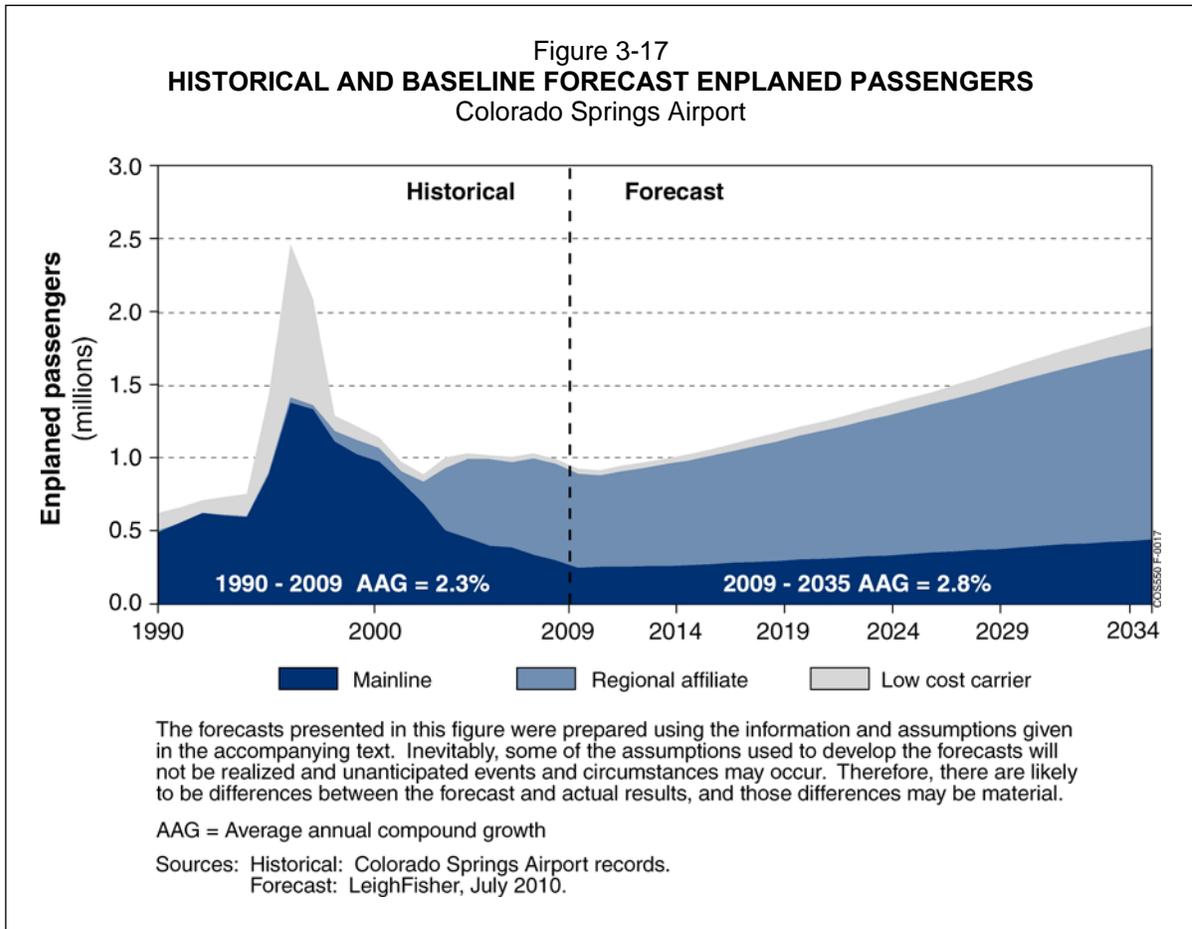
Note: The base year for the forecasts is 2009. Totals may not add due to rounding.

(a) Includes charters.

(b) Includes nonstop CRJ7 service from Colorado Springs Airport to Washington Dulles International Airport which started on June 9, 2010.

Sources: Historical: Colorado Springs Airport records. Forecast: LeighFisher, June 2010.

Total enplaned passengers at COS are forecast to increase an average of 2.8% per year between 2009 and 2030, greater than the annual growth rate forecast in the FAA 2009 TAF for the Airport – 2.6% from FFY 2009 to FFY 2030. The number of mainline airline passengers enplaned at the Airport is forecast to increase an average of 2.2% per year between 2009 and 2035, compared with an average increase of 2.8% per year for regional affiliates and 6.2% per year for low cost carriers. Figure 3-17 presents the enplaned passenger forecasts for COS from 2009 through 2030.



Air Cargo

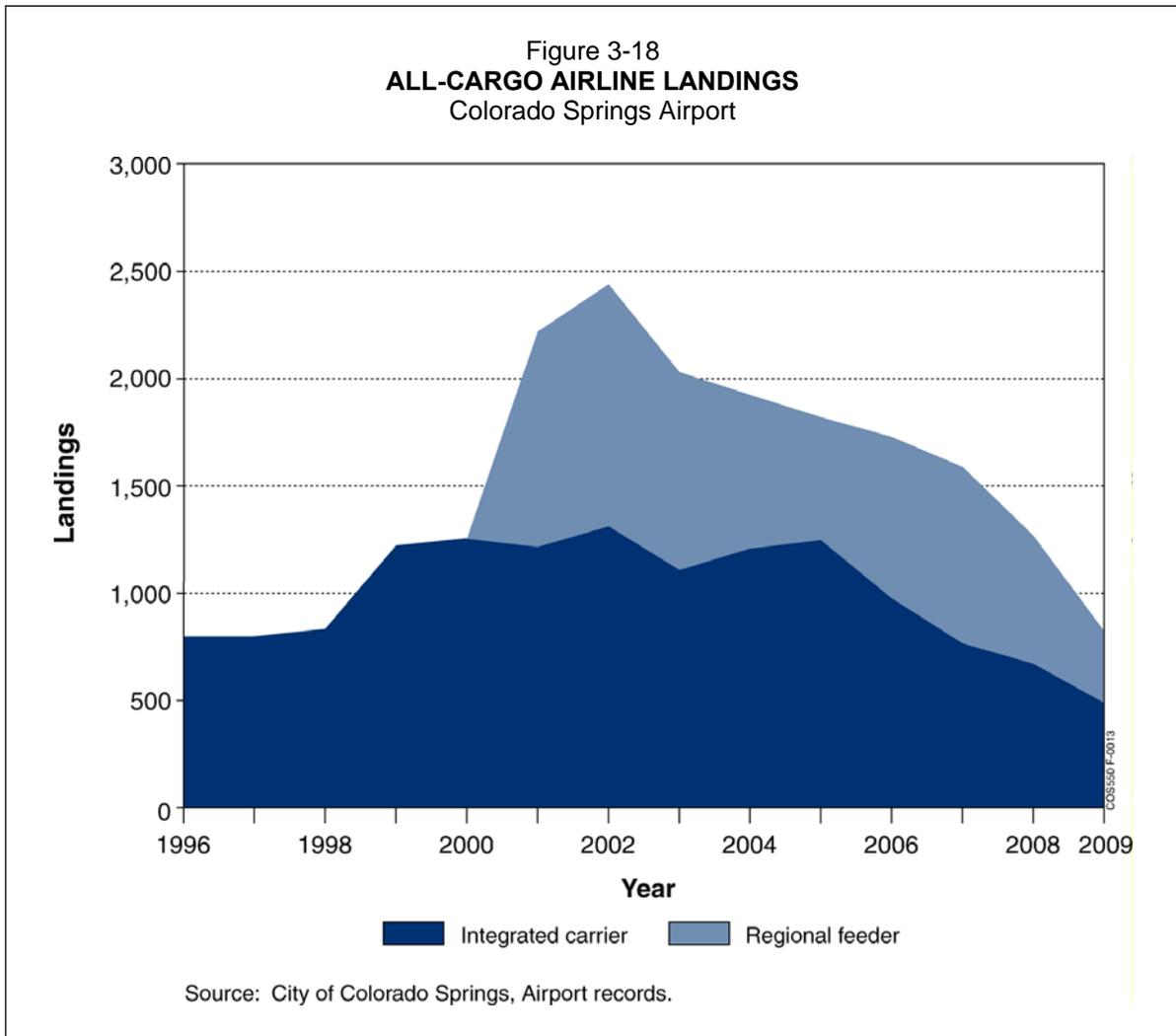
This section summarizes the key elements considered in the preparation of air cargo forecasts for COS.

Forecast Approach and Methodology

The forecasts of air cargo were based on a combination of inputs, including: (1) an evaluation of the passenger airlines and cargo carriers providing cargo service at COS in relation to trends in the nation; (2) an analysis of historical air cargo at COS by major component (enplaned and deplaned cargo, freight and mail); (3) monthly trends in air cargo at COS in recent years; and (4) a review of cargo forecasts prepared by Boeing and Airbus.

Air Cargo Service

As discussed previously, about 99% of total air cargo at COS was transported by all-cargo airlines (integrated carriers and regional feeders), with the remaining 1% handled by the passenger airlines as belly cargo. As shown on Figure 3-18, integrated carriers such as FedEx that operate air carrier aircraft (e.g., FedEx recently up-gauged from a Boeing 727 to a Boeing 757 aircraft at the Airport) accounted for about 59% of all-cargo airline landings in 2009, with regional feeders operating commuter aircraft (e.g., Piper PA-31, Cessna 404, and Metroliner aircraft) accounting for the remaining 41%. The current routing of integrated carrier service at the Airport is for an incoming flight from Memphis to COS to depart to Grand Junction to enplane additional cargo before returning to COS and then departing for Memphis. This routing has been consistent and is expected to be the same in the foreseeable future.

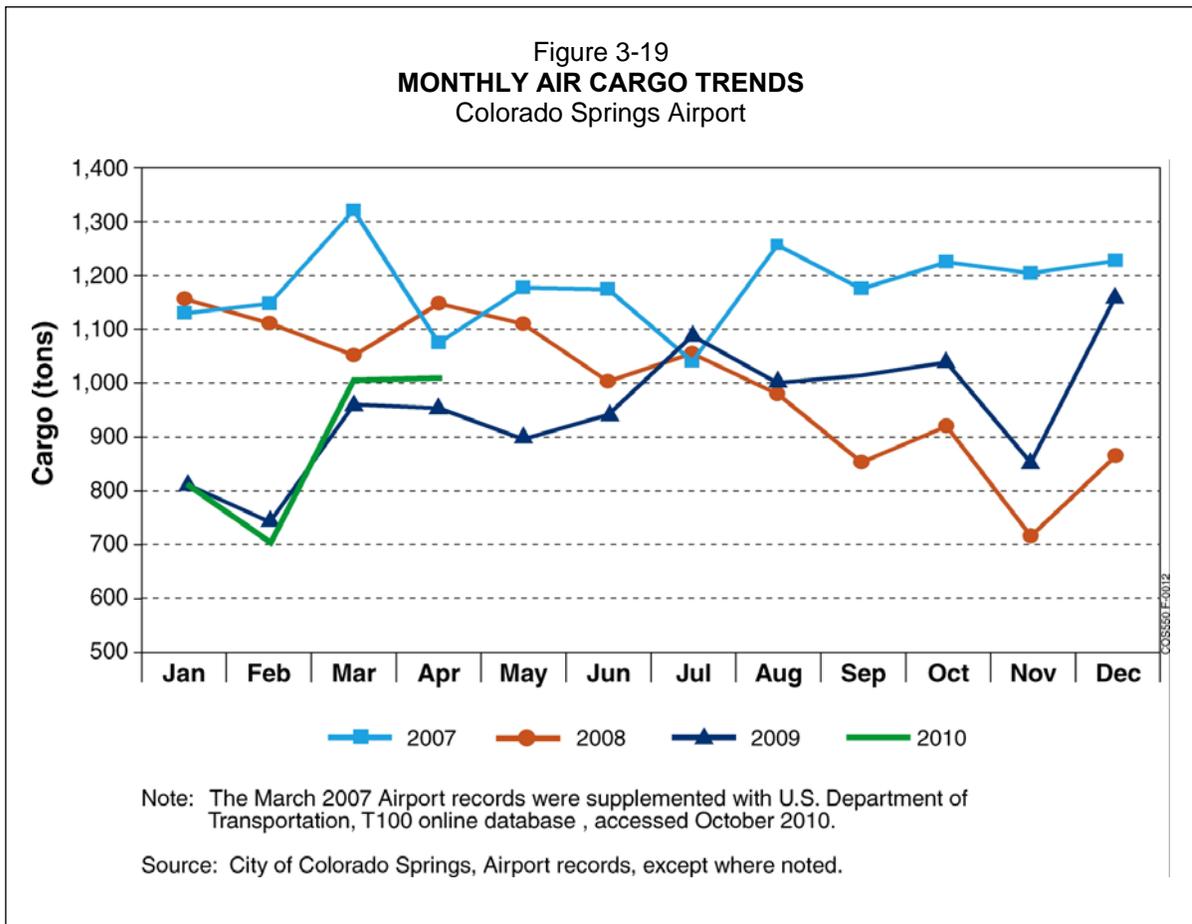


Air Cargo Trends

As discussed previously, air cargo tonnage on all-cargo airlines decreased an average of 1.9% per year between 1996 and 2009, compared with an average decrease of 32.2% in air cargo handled by passenger airlines during the same period. Given the dedicated capacity of all-cargo airlines at the Airport and the large share of regional affiliates providing passenger service, it is expected that all-cargo airlines will continue to account for about 99% of air cargo tonnage at COS during the forecast period.

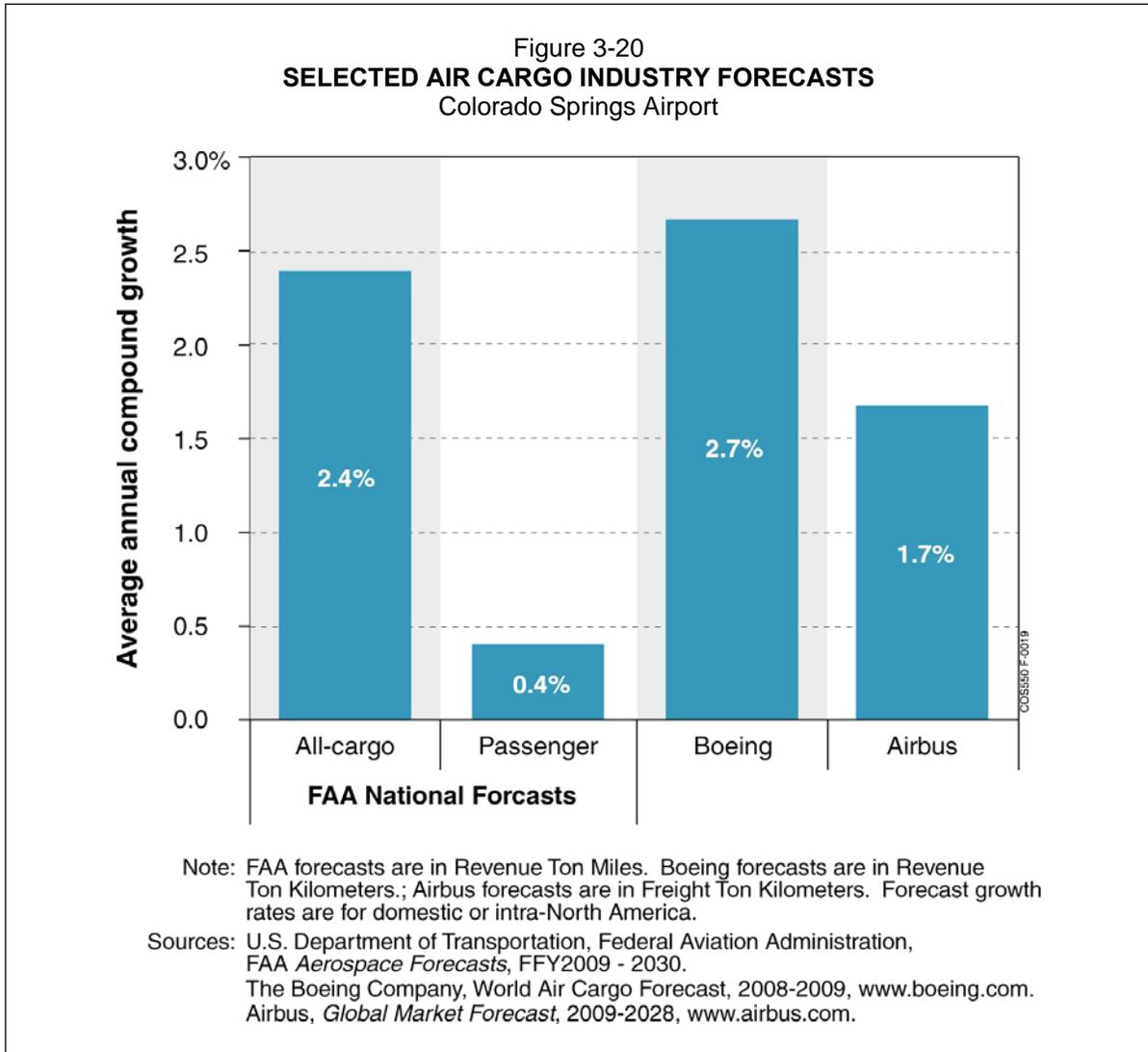
Monthly Trends in Air Cargo

The air cargo industry, both nationally and globally, recorded double-digit decreases in cargo activity in 2008 and 2009 as a result of increased fuel prices and the national and global economic recessions. Cargo tonnage at COS showed similar declines. As shown on Figure 3-19, monthly data for cargo tonnage at COS through May 2010 suggest that cargo volumes have stabilized in recent months.



Air Cargo Industry Forecasts

A review of independent industry cargo forecasts of world cargo traffic by region prepared by Boeing and Airbus provided an indication of the range of growth expected in air cargo, as shown on Figure 3-20. In addition, the FAA prepares forecasts of cargo revenue ton miles as part of the national aerospace forecasts; as noted previously, it does not prepare air cargo forecasts for individual airports as part of the TAF.



Forecast Assumptions

Forecasts of air cargo were developed taking into account analyses of the economic basis for airline traffic, analyses of historical air cargo, and an assessment of the key factors that may affect future airline traffic, as discussed in previous sections. In general, it was assumed that, in the long term, changes in air cargo at the Airport

will occur largely as a function of growth in the population and economy of the Airport service region and changes in all-cargo airline service.

Estimated Air Cargo in 2010

In 2010, air cargo at the Airport is estimated to total 11,672 tons, a 1.6% increase from the 2009 number, reflecting actual data for the first 5 months of 2010 (January through May) and a review of historical trends in air cargo.

All-Cargo Airline Air Cargo Forecasts

All-cargo airlines accounted for 99% of total air cargo tonnage at COS in 2009. Air cargo handled by all-cargo airlines at COS is forecast to increase an average of 1.8% per year between 2009 and 2035, from 11,426 tons in 2009 to 18,240 tons in 2035, as shown in Table 3-23. The forecasts of all-cargo airline air cargo at COS were based on:

- A review of historical trends in all-cargo airline air cargo (integrated carrier and regional feeder) at COS.
- Input from key stakeholders at the Airport.
- A review of independent industry forecasts of world cargo traffic by region prepared by the FAA, Boeing, and Airbus.
- Forecast assumptions for air cargo growth at COS, based on a review of historical trends, recent data for air cargo, particularly in the context of a national and global economic recession, independent industry forecasts, and professional judgment in evaluating the reasonableness of the forecast results.

Passenger Airline Air Cargo Forecasts

Passenger airlines accounted for 1% of total air cargo tonnage at COS in 2009. Air cargo handled by passenger airlines at COS is forecast to increase an average of 1.7% per year between 2009 and 2035, from 58 tons in 2009 to 91 tons in 2035, as shown in Table 3-23. The forecasts of air cargo transported by passenger airline at COS are related to the growth in passenger airline aircraft operations and the availability belly cargo space.

Total Air Cargo Forecasts

Total cargo tonnage at COS is forecast to increase an average of 1.8% per year between 2009 and 2035, from 11,484 tons in 2009 to 18,331 tons in 2030, as shown in Table 3-23 and on Figure 3-21. All-cargo airline cargo tonnage is forecast to account for 99% of total cargo tonnage during the forecast period.

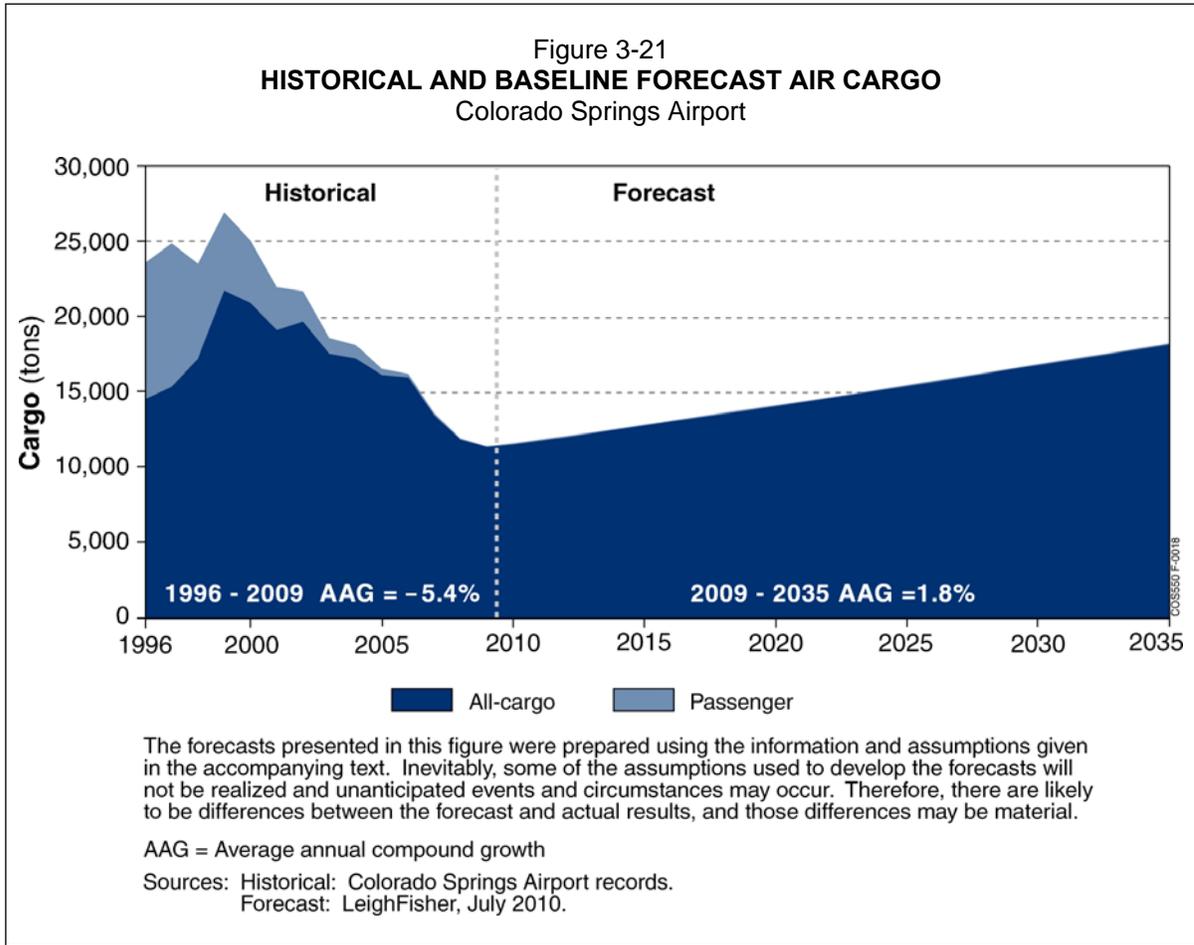
Table 3-23
FORECASTS OF TOTAL AIR CARGO: BASELINE
 Master Plan Update
 Colorado Springs Airport
 2009 – 2030

	Historical 2009	Estimated 2010	Baseline forecast				
			2011	2014	2019	2029	2035
Total air cargo (tons)							
All-Cargo airlines							
Integrated carrier	11,310	11,490	11,720	12,480	13,770	16,470	18,110
Regional feeder	116	110	110	120	120	130	130
	<u>11,426</u>	<u>11,600</u>	<u>11,830</u>	<u>12,600</u>	<u>13,890</u>	<u>16,600</u>	<u>18,240</u>
Passenger airlines	58	72	72	74	78	86	91
Total Airport – air cargo	<u>11,484</u>	<u>11,672</u>	<u>11,902</u>	<u>12,674</u>	<u>13,968</u>	<u>16,686</u>	<u>18,331</u>
Average annual percent change	--	1.6%	2.0%	2.1%	2.0%	1.8%	1.6%
All-cargo airline aircraft departures							
All-Cargo airlines							
Integrated carrier	491	480	480	480	480	490	490
Regional feeder	335	340	340	340	340	340	340
	<u>826</u>	<u>820</u>	<u>820</u>	<u>820</u>	<u>820</u>	<u>830</u>	<u>830</u>
Average annual percent change	--	(0.7%)	0.0%	0.0%	0.0%	0.1%	0.0%
Cargo per operation (tons)							
All-Cargo airlines							
Integrated carrier	11.5	12.0	12.2	13.0	14.3	16.8	18.5
Regional feeder	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total	<u>6.9</u>	<u>7.1</u>	<u>7.2</u>	<u>7.7</u>	<u>8.5</u>	<u>10.0</u>	<u>11.0</u>

The forecasts presented in this table were prepared using the information and assumptions given in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

Note: Includes enplaned and deplaned cargo in tons.

Sources: Historical: Colorado Springs Airport records. Forecast: LeighFisher, June 2010.



Aircraft Operations

This section summarizes the forecasts of total aircraft operations, including passenger airline, all-cargo airline, general aviation, and military operations.

Forecast Approach and Methodology

The forecasts of total aircraft operations are derived from the forecasts of passenger and cargo demand described previously and an evaluation of general aviation and military operations. In particular:

- The forecasts of passenger airline aircraft departures are based on the enplaned passenger forecasts and assumptions regarding average aircraft size and enplaned passenger load factor.
- The forecasts of all-cargo airline aircraft departures are based on the air cargo forecasts and assumptions regarding average cargo tonnage per operation and type of all-cargo service (integrated carrier or regional feeder).

- The forecasts of general aviation aircraft operations are based on historical trends, the number of aircraft based at the Airport, the average daily utilization of those aircraft, assumptions regarding aircraft utilization in the future, and industry forecasts of general aviation activity such as those prepared by the FAA.
- The forecasts of military aircraft operations are based on data for the base year of the forecasts and carried forward through the forecast period. Military operations typically increase and decrease with geopolitical trends and therefore this activity may vary in a given year.

Forecast Assumptions

Table 3-24 presents the forecast assumptions for passenger airline aircraft operations, including assumptions for the average number of passengers per departure, the average number of seats per departure, and the average enplaned passenger load factor. The assumptions for the average cargo tonnage per operation are presented in Table 3-23.

Estimated Aircraft Operations in 2010

In 2010, the number of aircraft operations at the Airport is estimated to total 143,840, a 1.0% decrease from the 2009 total, reflecting actual data for the first 5 months of 2010 (January through May).

Passenger Airline Aircraft Operations Forecasts

Passenger aircraft operations include total departures and arrivals performed by mainline and regional affiliate aircraft in the service of transporting passengers, as shown in Table 3-25. 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 2009, the average number of passengers enplaned per departure for the Airport as a whole was approximately 57, as shown in Table 3-24. This number is expected to increase slowly over the forecast period based on an estimated increase in the average number of seats per aircraft and an estimated load factor, or percent of available seats filled with passengers. The average number of passengers enplaned per departure is expected to reach approximately 74 in 2035. 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 airline aircraft operations at COS are forecast to increase from 32,508 in 2009 to 51,440 operations in 2035, an average increase of 1.8% per year, as shown in Table 3-25. Mainline airline aircraft operations at the Airport are forecast to increase an average of 1.9% per year between 2009 and 2035, compared with an average

increase of 1.6% per year for regional affiliates and an average increase of 6.6% per year for low cost carriers.

Table 3-24
ASSUMPTIONS FOR PASSENGER AIRLINE AIRCRAFT DEPARTURE FORECASTS
 Master Plan Update
 Colorado Springs Airport
 2009 – 2035

	Historical	Estimated	Baseline forecast				
	2009	2010	2011	2014	2019	2029	2035
Enplaned passengers per departure							
Mainline (a)	112.2	114.7	114.7	115.1	116.2	118.6	120.0
Regional affiliate	46.7	48.9	49.3	50.2	52.7	58.9	63.2
Low cost carriers	131.2	135.0	116.8	117.2	117.8	119.0	119.7
Total Airport	57.2	60.1	59.9	60.7	63.1	69.6	74.3
Seats per departure							
Mainline (a)	143.0	142.8	142.8	142.8	143.5	145.0	145.9
Regional affiliate	58.6	59.9	60.4	61.3	64.1	70.8	75.6
Low cost carriers	150.0	150.0	150.0	150.0	150.0	150.0	150.0
Total Airport	71.9	73.7	73.9	74.5	77.2	84.3	89.5
Enplaned passenger load factor							
Mainline (a)	78.4%	80.3%	80.3%	80.6%	81.0%	81.8%	82.3%
Regional affiliate	79.7	81.5	81.7	81.9	82.3	83.1	83.6
Low cost carriers	87.5	90.0	77.9	78.1	78.5	79.3	79.8
Total Airport	79.6	81.5	81.1	81.4	81.8	82.5	83.0

The forecasts presented in this table were prepared using the information and assumptions given in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

Note: The base year for the forecasts is 2009.

(a) Includes charter airlines.

Sources: Historical: Colorado Springs Airport records. Forecast: LeighFisher, June 2010.

Table 3-25
FORECASTS OF TOTAL AIRCRAFT OPERATIONS BY TYPE: BASELINE
 Master Plan Update
 Colorado Springs Airport
 2009 – 2035

	Historical 2009	Estimated 2010	Baseline forecasts				
			2011	2014	2019	2029	2035
Passenger airline aircraft operations							
Mainline (a)	4,574	4,500	4,500	4,720	5,280	6,620	7,420
Regional affiliate (b)	27,436	25,620	26,680	28,500	32,200	38,800	41,400
Low cost carriers (c)	498	560	660	760	1,000	1,860	2,620
Total passenger operations	32,508	30,680	31,840	33,980	38,480	47,280	51,440
Average annual percent change	--	(5.6%)	3.8%	2.2%	2.5%	2.1%	1.4%
All-cargo airline aircraft operations							
Air carrier	982	960	960	960	960	980	980
Air taxi	670	680	680	680	680	680	680
Total all-cargo operations	1,652	1,640	1,640	1,640	1,640	1,660	1,660
Average annual percent change	--	-0.7%	0.0%	0.0%	0.0%	0.1%	0.0%
A/DACG aircraft operations							
Average annual percent change	--	57.2%	0.0%	0.0%	0.0%	0.0%	0.0%
General aviation operations							
Itinerant	34,739	35,090	35,520	36,870	39,350	44,870	48,590
Local	33,672	33,670	34,090	35,370	37,630	42,760	46,330
Total general aviation operations	68,411	68,760	69,610	72,240	76,980	87,630	94,920
Average annual percent change	--	0.5%	1.2%	1.2%	1.3%	1.3%	1.3%
Military operations							
Itinerant	19,100	19,100	19,100	19,100	19,100	19,100	19,100
Local	19,359	19,360	19,360	19,360	19,360	19,360	19,360
Total military operations	38,459	38,460	38,460	38,460	38,460	38,460	38,460
Other activity (d)							
	3,948	3,800	3,900	4,000	4,200	4,700	5,000
Total Airport – aircraft operations	145,296	143,840	145,950	150,820	160,260	180,230	191,980
Average annual percent change	--	(1.0%)	1.5%	1.1%	1.2%	1.2%	1.1%

The forecasts presented in this table were prepared using the information and assumptions given in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

Note: Aircraft operations include departures and arrivals.

- (a) Includes charter airlines.
- (b) Includes Frontier Airline regional affiliates Lynx Aviation and Republic Airlines.
- (c) Allegiant Air was the only low cost carrier serving the Airport in 2009.
- (d) Includes nonscheduled and empty flights. Other operations accounted for 2.7% of commercial airline (passenger and all-cargo) operations in 2009 and are assumed to account for this share in future years.

Sources: Historical: City of Colorado Springs records and U.S. Department of Transportation, Federal Aviation Administration, ATADS online database. Forecast: LeighFisher, June 2010.

All-Cargo Airline Aircraft Operations Forecasts

Cargo airline operations at COS include the flight activity by airlines dedicated exclusively to the transportation of freight such as FedEx and by commuter/regional size aircraft. Air carrier size aircraft that perform all-cargo operations at the airport include aircraft models such as the Boeing 727 and 757. Commuter or regional aircraft that perform all-cargo operations at the airport include small piston and turboprop aircraft such as the Piper PA-31, Cessna 404, and Metroliner aircraft. In 2009, there were 1,652 cargo airline operations performed at the Airport.

The forecast of all-cargo operations was developed by first estimating the share of future cargo tonnage expected to be carried by air carrier and commuter aircraft. The cargo tonnage expected to be carried by all-cargo carriers was then divided by an estimated cargo tons per departure ratio to yield total air carrier cargo operations. For example, air carrier all-cargo aircraft carried approximately 11.5 tons (24,000 pounds) per operation in 2009. The ratio of tons per operation is expected to increase gradually over the forecast period to account for expected growth in cargo related to economic activity

Cargo airline aircraft operations at COS are forecast to increase slightly from 1,652 in 2009 to 1,660 operations in 2035, as shown in Table 3-25.

General Aviation Aircraft Operations Forecasts

General aviation (GA) activity includes all flight operations by aircraft other than scheduled or charter passenger aircraft and military aircraft. GA includes not only pilot training and recreational flights on small single engine or multi-engine propeller driven aircraft, but also operations on large business jet aircraft.

On a nationwide basis, the number of general aviation aircraft operations has been in slow decline due to factors such as increases in aircraft, fuel, and insurance costs, as well as increased avionic instrument requirements. The current economic recession and the financial credit crisis further reduced general aviation activity nationwide. For the future, the FAA expects general aviation traffic to recover slowly.

The flight operations of GA aircraft are categorized as local or itinerant operations. Local operations are flights that operate within visual range or close proximity of the airport. Itinerant operations typically include those flights that leave the airport destined for another airport and require the filing of flight plans with the local air traffic control authorities. Historically, itinerant operations have accounted for 40% to 50% of GA operations at the Airport and in 2009 accounted for 51% of GA operations, as shown in Tables 3-25 and 3-26.

The current distribution of GA operations between itinerant and local operations is anticipated to remain constant over the forecast horizon. The total number of general aviation operations is forecast to increase an average of 1.3% per year from

2009 through 2035, which includes an estimated increase of 0.5% in 2010 based on actual data for January through May 2010. The GA aircraft operations forecast growth rate is higher than the annual growth rate forecast in the FAA 2009 TAF for the Airport—an average increase of 0.5% per year from FFY 2009 to FFY 2030—but equal to the FAA Aerospace forecast growth rate for national general aviation operations.

In 2009, a total of 235 general aviation aircraft were based at the Airport, including 164 single-engine, 32 multi-engine, 16 turboprop, 19 jets, and 4 helicopters, as shown in Table 3-26. The total number of based aircraft at the Airport is forecast to increase an average of 1.4% per year between 2009 and 2035.

Arrival/Departure Airfield Control Group Operations Forecasts

Arrival/Departure Airfield Control Group (A/DACG) facility, constructed in 2008, is used by the Department of Defense to deploy military troops and equipment as needed. Aircraft using the A/DACG facility include a mix of commercial and military aircraft. The commercial aircraft using the facility are operated by charter airlines (e.g., Boeing 737, Boeing 757), and the military aircraft are typically large transport aircraft (e.g., C5, C17). In calendar year 2009, the facility served approximately 316 commercial operations, and 152 military transport operations. In calendar year 2010, the A/DACG facility is expected to serve over 500 commercial operations and 288 military operations. In Table 3-25, the aircraft operations for the A/DACG facility include only commercial aircraft; military aircraft using the facility are classified within the military aircraft operations forecasts category.

Military Aircraft Operations Forecasts

The number of military operations at the Airport ranged from 20,000 to nearly 50,000 from 1990 through 2009 and averaged approximately 32,500 operations per year during that period. In 2009, military operations totaled 38,459, exceeding the 19-year average. Military operations are expected remain at a level of about 38,500 operations from 2009 through 2035, as shown in Table 3-25.

Total Aircraft Operations Forecasts

Total aircraft operations at COS are forecast to increase from 145,296 in 2009 to 191,980 operations in 2035, an average increase of 1.1% per year, as shown in Table 3-25 and on Figure 3-22.

Table 3-26
FORECASTS OF GENERAL AVIATION ACTIVITY
 Master Plan Update
 Colorado Springs Airport
 2009 – 2035

	Historical 2009	Estimated 2010	Baseline				
			2011	2014	2019	2029	2035
General aviation operations							
Itinerant	34,739	35,090	35,520	36,870	39,350	44,870	48,590
Local	33,672	33,670	34,090	35,370	37,630	42,760	46,330
General aviation operations	68,411	68,760	69,610	72,240	76,980	87,630	94,920
Average annual percent change	--	0.5%	1.2%	1.2%	1.3%	1.3%	1.3%
Based aircraft (a)							
Single engine (nonjet)	164	162	161	160	159	168	172
Multi engine (nonjet)	32	37	37	37	37	37	38
Jet engine	19	19	20	22	28	42	52
Turboprop	16	24	25	28	35	53	66
Helicopter	4	3	3	3	4	5	6
Other	--	--	--	--	--	--	--
Total based aircraft	235	245	246	251	263	305	334
Average annual percent change	--	4.3%	0.4%	0.7%	1.0%	1.5%	1.5%
General aviation operations per based aircraft							
	291	281	283	288	293	287	284
Average annual percent change	--	(3.6%)	0.9%	0.6%	0.3%	(0.2%)	(0.2%)

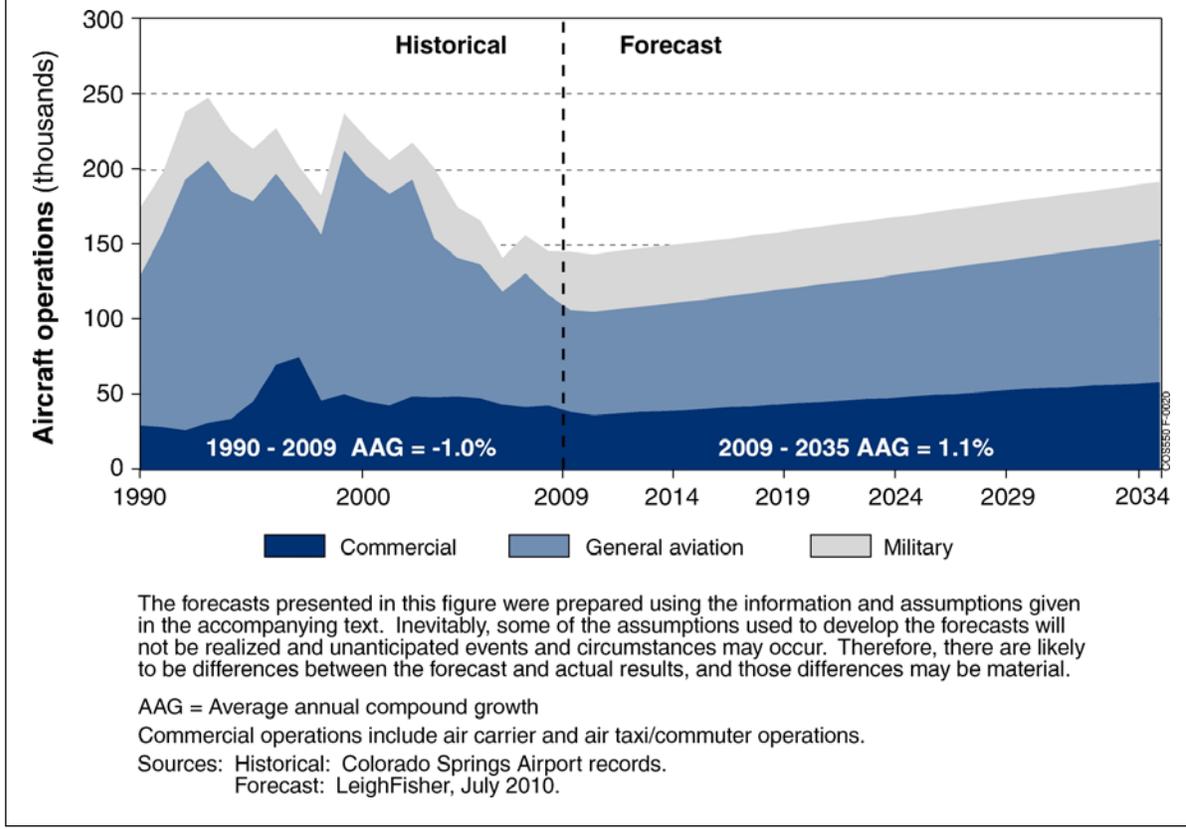
The forecasts presented in this table were prepared using the information and assumptions given in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

Note: Aircraft operations include departures and arrivals.

(a) Excludes military based aircraft which totaled 24 in 2009 and 2010.

Sources: Historical: City of Colorado Springs records and U.S. Department of Transportation, Federal Aviation Administration, ATADS online database. Forecast: LeighFisher, June 2010.

Figure 3-22
HISTORICAL AND BASELINE FORECAST TOTAL AIRCRAFT OPERATIONS
 Colorado Springs Airport



COMPARISON WITH THE FAA 2009 TAF

Table 3-27 presents a comparison of the aviation demand forecasts prepared for COS and the Federal Aviation Administration’s 2009 Terminal Area Forecast (FAA 2009 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 3-27 is based on the template provided by the FAA for the comparison of airport planning forecasts and the FAA TAF.²¹ As required, the results are presented for the base year of 2009 and forecast horizon years which are equal to the base year, plus 1, 5, 10 and 15 years (2010, 2014, 2019, and 2024). The COS aviation demand forecasts have been compared graphically with the FAA 2009 TAF in the figures presented throughout this chapter, including Figures 3-4 and 3-6.

The key findings of the comparison of the COS aviation demand forecasts with the FAA 2009 TAF are:

²¹ 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>.

- The forecast of enplaned passengers for COS is higher than the TAF. The variance between the COS enplaned passenger forecast and the FAA 2009 TAF is 7.2% in 2014 and 10.4% in 2019, as shown in Table 3-27.
- The forecast of commercial operations for COS varies from the FAA 2009 TAF by 10.0% or less (0.0% in 2014 and 4.2% in 2019).
- The forecast of total aircraft operations for COS varies from the FAA 2009 TAF by 10.0% or less (3.6% in 2014 and 6.0% in 2019).
- Overall, the COS aviation demand forecasts are similar to the FAA 2009 TAF for the Airport and “differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period”, as stipulated in the FAA forecast guidance.

Table 3-28 presents a summary of the COS aviation demand forecasts using a second template provided by the FAA.

Table 3-27
FAA TAF FORECAST COMPARISON
 Master Plan Update
 Colorado Springs Airport
 2009 – 2024

	Year (a)	Colorado Springs Master Plan Update	FAA 2009 TAF	COS MPU vs. 2009 TAF (percent variance)
Passenger enplanements				
Base yr.	2009	929,600	883,461	5.2%
Base yr. + 5yrs.	2014	1,031,500	962,277	7.2
Base yr. + 10yrs.	2019	1,215,200	1,100,743	10.4
Base yr. + 15yrs.	2024	1,412,500	1,266,817	11.5
Commercial operations (b)				
Base yr.	2009	38,426	38,304	0.3%
Base yr. + 5yrs.	2014	40,120	40,105	(0.0)
Base yr. + 10yrs.	2019	44,820	43,029	4.2
Base yr. + 15yrs.	2024	49,290	46,384	6.3
Total operations (c)				
Base yr.	2009	145,296	145,721	(0.3%)
Base yr. + 5yrs.	2014	150,820	145,524	3.6
Base yr. + 10yrs.	2019	160,260	151,213	6.0
Base yr. + 15yrs.	2024	169,880	157,526	7.8

(a) The Colorado Springs Master Plan Update was prepared on a calendar year basis and the FAA 2009 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: Base year 2009 (actual) – City of Colorado Springs, Airport records.

COS MPU Forecasts – LeighFisher, June 2010.

FAA 2009 TAF for COS – U.S. Department of Transportation, Federal Aviation Administration, online database, accessed January 2010.

Table 3-28
SUMMARY OF COS MPU FORECASTS USING FAA TEMPLATE
 Master Plan Update
 Colorado Springs Airport

	Forecast					Average annual compound growth rates			
	Base year 2009	Base year + 1 year 2010	Base year + 5 years 2014	Base year + 10 years 2019	Base year + 15 years 2024	Base year to +1 year 2009 - 2010	Base year to +5 years 2009 - 2014	Base year to +10 years 2009 - 2019	Base year to +15 years 2009 - 2024
Passenger enplanements									
Air carrier (a)	288,623	296,100	315,200	365,700	427,700	2.6%	1.8%	2.4%	2.7%
Commuter (b)	640,977	625,600	716,300	849,500	984,800	(2.4)	2.2	2.9	2.9
Total	929,600	921,700	1,031,500	1,215,200	1,412,500	(0.8)	2.1	2.7	2.8
Aircraft operations									
Itinerant									
Air carrier	22,127	22,020	24,410	28,330	32,480	(0.5%)	2.0%	2.5%	2.6%
Commuter/air taxi	16,299	14,600	15,710	16,490	16,810	(10.4)	(0.7)	0.1	0.2
Total commercial operations	38,426	36,620	40,120	44,820	49,290	(4.7)	0.9	1.6	1.7
General aviation	34,739	35,090	36,870	39,350	42,020	1.0	1.2	1.3	1.3
Military	19,100	19,100	19,100	19,100	19,100	0.0	0.0	0.0	0.0
Local									
General aviation	33,672	33,670	35,370	37,630	40,110	0.0%	1.0%	1.1%	1.2%
Military	19,359	19,360	19,360	19,360	19,360	0.0	0.0	0.0	0.0
Total operations	145,296	143,840	150,820	160,260	169,880	(1.0)	0.7	1.0	1.1
Cargo/mail (enplaned + deplaned tons)	11,484	11,667	12,666	13,973	15,267	1.6%	2.0%	2.0%	1.9%
Based Aircraft (c)									
Single-engine (nonjet)	164	162	160	159	164	(1.2%)	(0.5%)	(0.3%)	0.0%
Multiengine (nonjet)	32	37	37	37	37	15.6	3.0	1.5	1.0
Jet engine (d)	35	43	50	63	77	22.9	7.6	6.0	5.4
Helicopter	4	3	3	4	5	(25.0)	(2.9)	0.0	0.8
Other	--	--	--	--	--	0.0	0.0	0.0	0.0
Total	235	245	251	263	282	4.3	1.3	1.1	1.2
Operational factors									
Average aircraft size (seats)									
Air Carrier (a)	143.6	143.6	143.8	144.6	145.3				
Commuter (b)	58.6	59.9	61.3	64.1	67.3				
Average enplaning load factor									
Air Carrier (a)	79.3%	81.4%	80.2%	80.5%	80.9%				
Commuter (b)	79.7%	81.5%	81.9%	82.3%	82.7%				
GA operations per based aircraft	291	281	288	293	291				

Note: The Colorado Springs Master Plan Update was prepared on a calendar year basis and the FAA 2009 TAF was prepared on a U.S. government fiscal year basis (Oct. through Sep.).

(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.

(c) Excludes military based aircraft which totaled 24 in 2009 and 2010.

(d) Includes turboprop aircraft.

Sources: Base year 2009 (actual)—City of Colorado Springs, Airport records. COS MPU Forecasts—LeighFisher, June 2010. FAA 2009 TAF for COS—U.S. Department of Transportation, Federal Aviation Administration, online database, accessed January 2010.

FORECASTS OF PEAK PERIOD DEMAND AND AIRCRAFT FLEET DISTRIBUTION

This section summarizes the forecasts of peak period demand for the average day peak month (ADPM) at the Airport for 2014, 2019, 2029, and 2035. The forecasts of ADPM aircraft operations are derived from the annual forecasts of enplaned passengers and aircraft operations presented in Tables 3-22 and 3-25. In addition, forecasts of aircraft fleet distribution by activity type for the Airport are presented.

Forecast Approach and Methodology

The forecasts of peak period demand and aircraft fleet were based on a 2009 base year distribution of operations by equipment type (e.g., Airbus 319, Boeing 737-800). The 2009 distribution was developed using a combination of source data, including: published passenger airline schedules; FlyteTrax data; the FAA's databases including the Enhanced Traffic Management System Counts (ETMSC), Operations Network (OPSNET), Air Traffic Activity Data System (ATADS), and Air Traffic Control (ATC)/FAA data for the Airport. In addition, interviews with key stakeholders were conducted to validate fleet mix assumptions.

Peak Period Demand Forecasts

Peak period demand forecasts were prepared for the ADPM and the peak hour forecasts of passenger airline aircraft operations for the ADPM.

ADPM Forecasts

The peak month for passenger airline activity at COS is July. In 2009, July accounted for 10.3% of enplaned passengers, 9.2% of passenger airline scheduled departing seats, and 9.5% of passenger airline landings, as shown in Tables 3-16, 3-17, and 3-18. A 10-year average for 2000 through 2009, shows a similar peak month pattern—July accounted for an average of 10.4% of enplaned passengers, 9.2% of passenger airline scheduled departing seats, and 9.1% of passenger airline landings.

As discussed in “Monthly Aircraft Operations”, June and August each accounted for 10.4% of annual operations in 2009. From 2000 through 2009, August accounted for the peak share of total aircraft operations at the Airport, with an average of 10.0% of annual operations.

Table 3-29 presents a summary of the ADPM forecasts of enplaned passengers, 2009 through 2035. The peak month shares of annual activity are assumed to represent future peak demand. The ADPM is the mathematical average of peak month activity (i.e., the peak month number of operations divided by 31 days in the peak month). The ADPM level of activity serves as the “control total” for the ADPM flight schedules which are used as input to detailed technical analyses such as facility requirements analysis and demand capacity modeling.

Table 3-29
HISTORICAL AND FORECAST PEAK PERIOD DEMAND
 Master Plan Update
 Colorado Springs Airport
 2009 – 2035

	Historical	Baseline forecast			
	2009 (a)	2014	2019	2029	2035
Enplaned passengers					
Annual passengers	929,600	1,031,500	1,215,200	1,644,900	1,910,500
Peak month (b)	95,750	106,240	125,170	169,420	196,780
Peak month percent of annual	10.3%	10.3%	10.3%	10.3%	10.3%
Average day peak month (ADPM)	3,089	3,427	4,038	5,465	6,348
Peak hour passengers	617	642	760	994	1,269
Passenger airline scheduled aircraft operations					
Annual operations	32,508	34,000	38,500	47,300	51,400
Peak month (b)	3,090	3,230	3,660	4,490	4,880
Peak month percent of annual	9.5%	9.5%	9.5%	9.5%	9.5%
Average day peak month (ADPM)	100	104	118	146	158
Peak hour operations	9	9	11	13	15
Total aircraft operations (c)					
Annual operations	145,296	150,820	160,260	180,230	191,980
Peak month (b)	15,110	15,690	16,670	18,740	19,970
Peak month percent of annual	10.4%	10.4%	10.4%	10.4%	10.4%
Average day peak month (ADPM)	487	506	538	605	644

The forecasts presented in this table were prepared using the information and assumptions given in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

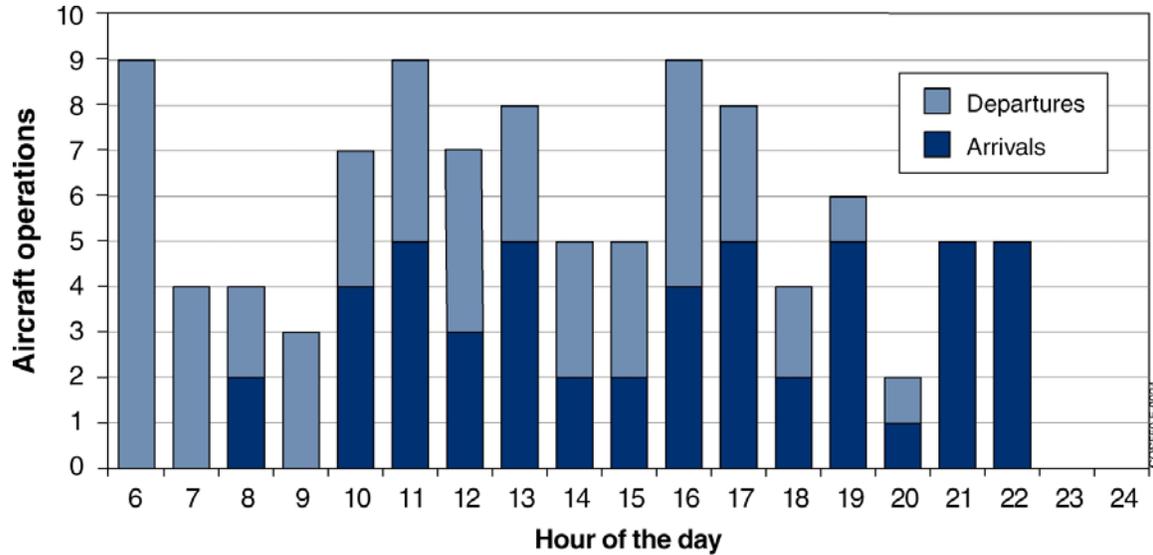
- (a) The base year for the forecasts is 2009.
- (b) Estimated using the peak month percent of annual and the annual totals.
- (c) Includes passenger, cargo, general aviation, and military operations.

Sources: Historical: City of Colorado Springs records and Federal Aviation Administration, Air Traffic Activity Data System (ATADS), online database. Forecast: LeighFisher, July 2010.

Passenger Airline Peak Hour Forecasts

The peak hour for passenger airline aircraft operations (arrivals and departures) at COS in July 2009 occurred at 6 am, 11 am, and 4 pm – with each hour accounting for approximately 9% of ADPM total operations, as shown on Figure 3-23.

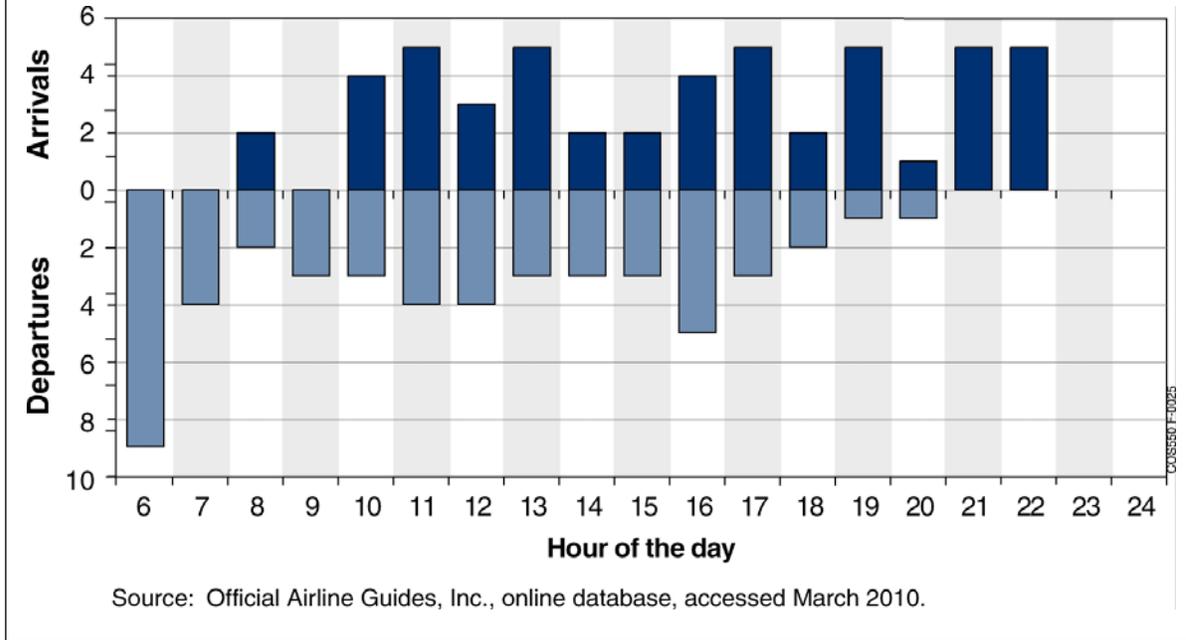
Figure 3-23
**DISTRIBUTION OF PASSENGER AIRLINE
 SCHEDULED OPERATIONS BY HOUR IN 2009**
 Colorado Springs Airport



Source: Official Airline Guides, Inc., online database, accessed March 2010.

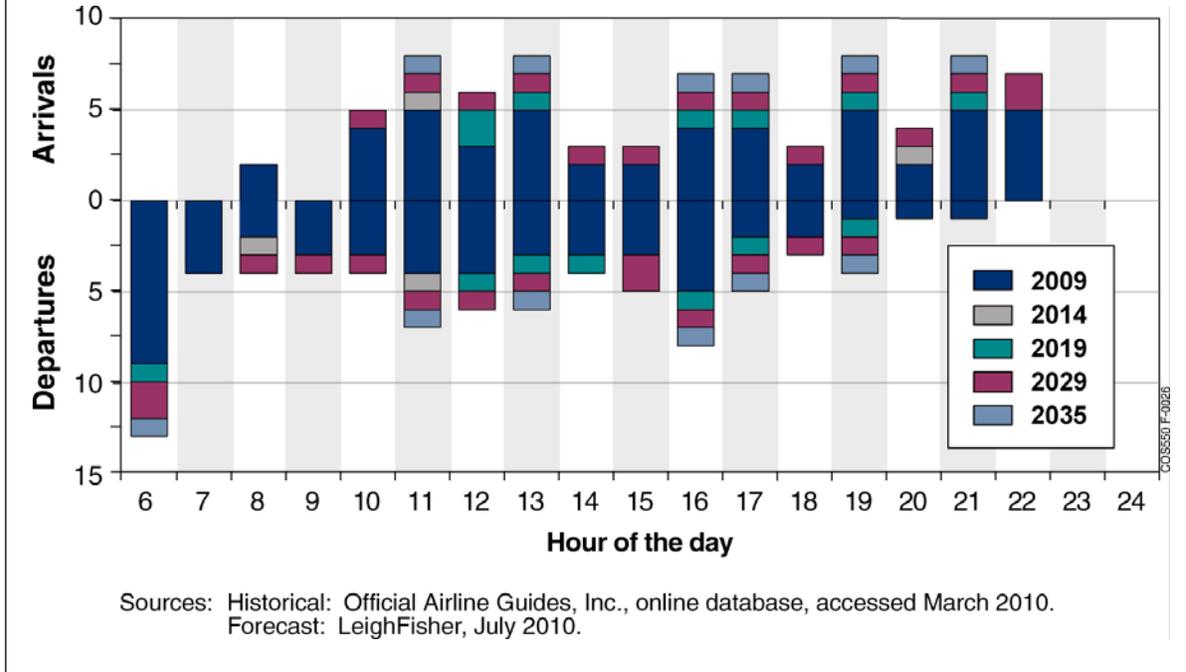
The peak hour for aircraft departures at COS in July 2009 was the 6 am hour, accounting for approximately 18% of ADPM departures, as shown on Figure 3-24. The peak hour for aircraft arrivals at COS in July 2009 occurred during a number of hours during the day, each accounting for approximately 10% of ADPM total arrivals.

Figure 3-24
ARRIVALS AND DEPARTURES BY HOUR IN 2009
 Colorado Springs Airport



Future passenger airline schedules were developed using published airline schedules for July 2009. Additional flights (arrivals and departures) were added to the July 2009 schedule to reflect: (1) the ADPM operations for each forecast year (the “control totals” mentioned earlier) which relate directly to the annual forecasts, (2) the hourly percentage distribution of arrivals and departures represented by the July 2009 schedule, (3) the fleet mix of the airlines serving COS and their future fleet plans, and (4) the markets currently served at COS and the potential for new markets. The hourly distribution of operations from the flight schedules obtained for July 2009 was assumed to remain relatively unchanged during the forecast period. Figure 3-25 summarizes the future airline schedules.

Figure 3-25
**BASELINE FORECAST DISTRIBUTION OF PASSENGER AIRLINE
 SCHEDULED OPERATIONS BY HOUR**
 Colorado Springs Airport



Aircraft Fleet Forecasts

Tables 3-30 and 3-31 present the ADPM passenger airline fleet mix in July 2009 and for the future schedules for 2014, 2019, 2029, and 2035 in terms of the number of ADPM passenger airline aircraft operations and seats. The ADPM shares of seats by fleet type (narrowbody, small capacity jets and turboprops) are somewhat higher than the annual averages.

Table 3-30
ADPM PERCENT DISTRIBUTIONS OF PASSENGER AIRLINE AIRCRAFT OPERATIONS
 Colorado Springs Airport

Fleet type	Seats	Historical	Baseline forecast			
		2009	2014	2019	2029	2035
Narrowbody aircraft						
A319	120	0.0%	1.9%	3.4%	1.4%	1.3%
A320	138	0.0	0.0	0.0	4.1	5.1
B-738	160	2.0	1.9	6.8	15.1	15.2
M80	136	8.0	7.7	5.1	0.0	0.0
M83	142	<u>6.0</u>	<u>5.8</u>	<u>3.4</u>	<u>0.0</u>	<u>0.0</u>
		16.0%	17.3%	18.6%	20.5%	21.5%
Small capacity jets and turboprop (60 seats or less)						
CRJ-200	50	28.0%	19.2%	11.9%	6.8%	3.8%
DH2	37	6.0	0.0	0.0	0.0	0.0
ERJ	50	<u>10.0</u>	<u>15.4</u>	<u>10.2</u>	<u>6.8</u>	<u>3.8</u>
		44.0%	34.6%	22.0%	13.7%	7.6%
Small capacity jets and turboprop (more than 60 seats)						
C SERIES	110-130	0.0%	0.0%	1.7%	6.8%	7.6%
CR7	66	22.0	25.0	28.8	28.8	25.3
CR9	76	8.0	7.7	10.2	15.1	21.5
DH4	74	10.0	3.8	3.4	2.7	2.5
E190	99	0.0	5.8	6.8	5.5	6.3
E70	70	<u>0.0</u>	<u>5.8</u>	<u>8.5</u>	<u>6.8</u>	<u>7.6</u>
		40.0	48.1	59.3	65.8	70.9
Total		100.0%	100.0%	100.0%	100.0%	100.0%

ADPM = Average day peak month
 Totals may not add due to rounding.

Sources: Historical – Official Airline Guides, Inc., online database, accessed March 2010.
 Forecast – LeighFisher, July 2010.

Table 3-31
ADPM PERCENT DISTRIBUTIONS OF PASSENGER AIRLINE SEATS
 Colorado Springs Airport

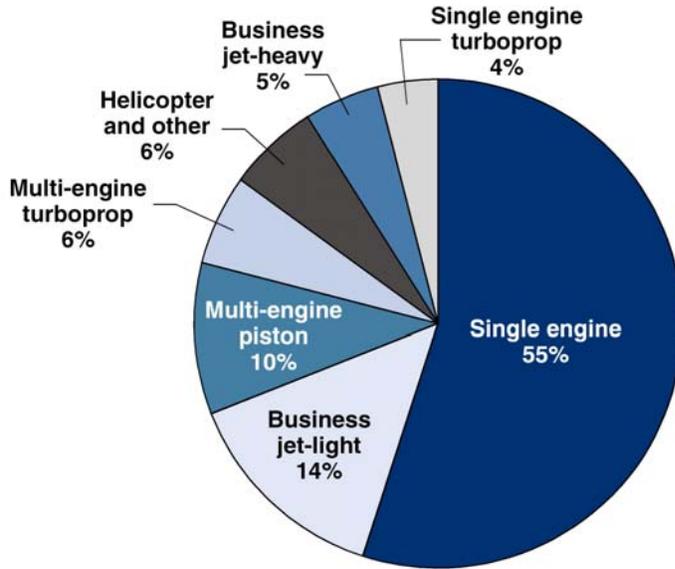
Fleet type	Seats	Historical	Baseline forecast			
		2009	2014	2019	2029	2035
Narrowbody aircraft						
A319	120	0.0%	3.0%	5.0%	1.9%	1.7%
A320	138	0.0	0.0	0.0	7.0	8.3
B-738	160	4.2	3.8	12.4	25.3	24.5
M80	136	16.0	14.4	9.2	0.0	0.0
M83	142	<u>11.8</u>	<u>10.6</u>	<u>5.9</u>	<u>0.0</u>	<u>0.0</u>
		32.0%	31.8%	32.6%	34.2%	34.4%
Small capacity jets and turboprop (60 seats or less)						
CRJ-200	50	19.6%	12.6%	7.3%	3.9%	2.1%
DH2	37	3.0	0.0	0.0	0.0	0.0
ERJ	50	<u>7.0</u>	<u>10.1</u>	<u>6.3</u>	<u>3.9</u>	<u>2.1</u>
		29.7%	22.7%	13.6%	7.7%	4.1%
Small capacity jets and turboprop (more than 60 seats)						
C SERIES	110-130	0.0%	0.0%	2.6%	9.7%	10.3%
CR7	66	20.2	21.5	23.4	21.4	18.1
CR9	76	8.4	7.5	9.2	13.4	18.8
DH4	74	9.8	3.3	2.8	2.0	1.8
E190	99	0.0	7.4	8.0	5.8	6.4
E70	70	<u>0.0</u>	<u>5.8</u>	<u>7.8</u>	<u>5.7</u>	<u>6.0</u>
		38.4%	45.5%	53.8%	58.1%	61.4%
Total		100.0%	100.0%	100.0%	100.0%	100.0%

ADPM = Average day peak month
 Totals may not add due to rounding.

Sources: Historical – Official Airline Guides, Inc., online database, accessed March 2010.
 Forecast – LeighFisher, July 2010.

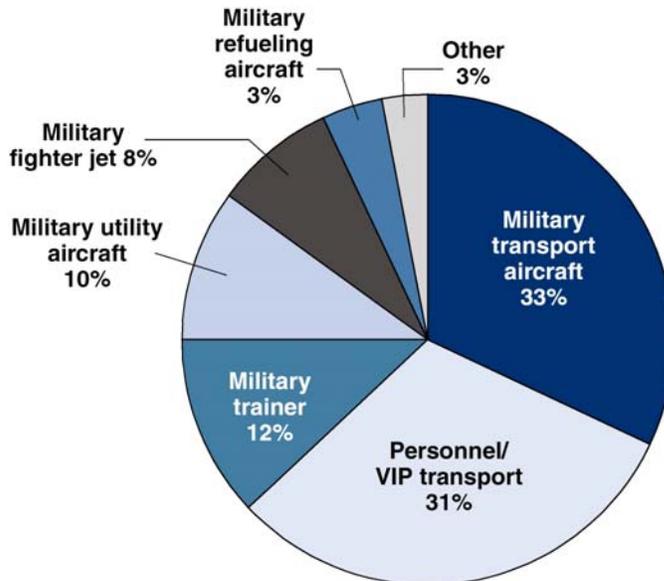
The fleet mix for general aviation and military aircraft operations were estimated using a combination of source data, including FlyteTrak data, the FAA’s databases including the Enhanced Traffic Management System Counts (ETMSC), Operations Network (OPSNET), and Air Traffic Activity Data System (ATADS), and Air Traffic Control (ATC)/FAA data for the Airport. In addition, interviews with key stakeholders were conducted to validate fleet mix assumptions. Figures 3-26 and 3-27 present the estimated fleet mix for general aviation and military aircraft operations at the Airport. Figure 3-28 presents the estimated fleet mix of commercial aircraft using the A/DACG facility. As shown, commercial aircraft comprise 65% of the fleet, with military transport comprising the remaining 35%.

Figure 3-26
ESTIMATED GENERAL AVIATION FLEET MIX
 Colorado Springs Airport



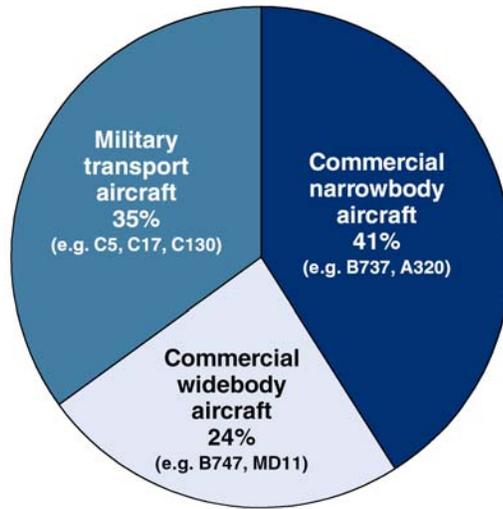
Source: Estimated by LeighFisher, July 2010, based on data from U.S. Department of Transportation, Federal Aviation Administration, ETMSC, www.faa.gov., FlyteTrak data, FAA Tower data at COS, and stakeholder input.

Figure 3-27
ESTIMATED MILITARY FLEET MIX
 Colorado Springs Airport



Source: Estimated by LeighFisher, July 2010, based on data from U.S. Department of Transportation, Federal Aviation Administration, ETMSC, www.faa.gov.

Figure 3-28
ARRIVAL/DEPARTURE AIRFIELD CONTROL GROUP FLEET MIX
Colorado Springs Airport



A/DACG = Arrival Departure Airfield Control Group

Source: Estimated by LeighFisher, July 2010, based on data from Colorado Springs Airport records.