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- | Discretionary Aviation Grant Program

Discretionary Aviation Grant Program



Colorado Discretionary Aviation Grant Program

Since legislation in 1991 channeled aviation fuel taxes to "aviation purposes", the CDOT - Division of Aeronautics has reimbursed 65% of those taxes back into the airports - of - origin in the form of regular entitlement funds. At the same time, the Colorado Aeronautical Board began conducting the Colorado Discretionary Grant Program, utilizing the remaining 35% of tax revenues to serve the maintenance, capital equipment, and developmental needs of Colorado's 74 public-use airports.

In June of 2003, new legislation was signed into law by Governor Bill Owens. Senate Bill 49 continuously appropriates fuel tax dollars into the Colorado Aviation Fund. This legislation gives the Colorado Aeronautical Board increased flexibility when dispersing discretionary grant dollars into the Colorado Airport System.

The Colorado Discretionary Aviation Grant Program (CDAG) is now managed using a web-based information management system (WIMS). If you are an airport manager or sponsor who is registered for WIMS, please click on the WIMS logo to access the portal. If you would like more information on how to become registered on WIMS, or how to apply for a grant, please call 303-512-5250.

- [2022 State & Local Funding Aviation Grant Awards \(https://www.codot.gov/programs/aeronautics/assets/docs/grant-reports/2022cdag_statelocal.pdf\)](https://www.codot.gov/programs/aeronautics/assets/docs/grant-reports/2022cdag_statelocal.pdf)
- [2022 Federal Match Grant Awards \(AIP/BIL\) \(https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/2022fedmatch_cdag.pdf\)](https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/2022fedmatch_cdag.pdf)

Historical Grant Reports

- [2021 State & Local Funding Aviation Grant Awards \(https://www.codot.gov/programs/aeronautics/assets/docs/grant-reports/2021statecdag.pdf\)](https://www.codot.gov/programs/aeronautics/assets/docs/grant-reports/2021statecdag.pdf)
- [2019 Federal Matching Grant Awards \(https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/2019fedmatchgrantheating.pdf\)](https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/2019fedmatchgrantheating.pdf)
- [2018 Aviation Grant Awards \(https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/fy-2018-grant-awards-final.pdf\)](https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/fy-2018-grant-awards-final.pdf)
- [2017 Aviation Grant Awards \(https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/2017cdagawards.pdf\)](https://www.codot.gov/programs/aeronautics/assets/pdf-files/grantreports/2017cdagawards.pdf)



COLORADO
Department of Transportation
Division of Aeronautics

5126 Front Range Parkway
Watkins, CO 80137

MEMORANDUM

TO: Colorado Aeronautical Board
FROM: Scott Storie, Aviation Planner
DATE: January 22, 2018
SUBJECT: Colorado Discretionary Aviation Grant Assurances - Action Item

INTRODUCTION

In Colorado, 49 of the 74 public use airports are in the FAA's National Plan of Integrated Airport Systems (NPIAS), and are considered "federally obligated" because they have received FAA Airport Improvement Program (AIP) funding. When an airport accepts AIP funds, they agree to a set of 39 federal grant assurances, covering a wide variety of topics from airport operating practices to obstruction protection and allowed aeronautical uses. Assurances are intended to protect an airport, its users, and the funding agency's investment in the airport. The remaining 25 non-NPIAS airports in our state system that are not federally obligated are not covered by federal grant assurances nor are they currently covered by any state grant assurances.

The proposed set of 7 basic state grant assurances modeled after key FAA provisions (attached) would strive to protect the Division's future investment by requiring all airports accepting Colorado Discretionary Aviation Grant (CDAG) funding agree to these assurances. Although these assurances will be new for non-NPIAS airports, they will be redundant and non-expansive for NPIAS airports serving to protect the Division's investment in those facilities as well.

BACKGROUND

During the CAB workshop held September 14, 2016 Division staff presented the recommendation to, at a minimum, develop a set of state grant assurances for non-NPIAS airports receiving CDAG funding. During this meeting the CAB was supportive of the staff pursuing the development of state grant assurances.

In the months following the 2016 CAB workshop Division staff drafted grant assurances which were reviewed with the leadership of the Colorado Airport Operators Association (CAOA), and the state's attorney general's office, both of whom concurred with the concept and the general topics addressed by the assurances.



During the June 8, 2017 CAB meeting in conjunction with the CAO conference, Division staff provided a copy of the draft grant assurances to the CAB for review and further comment. This meeting also made the draft widely available for public review and comment. Following this meeting a memo and copy of the draft were sent to non-NPIAS airports for a 30-day comment period. Division staff also personally reached out to all affected airports to ensure awareness of the proposed grant assurances and to solicit feedback.

Following the comment period, the draft and comments were reviewed at the September 20, 2017 CAB workshop. The only significant comment presented by an airport was in regards to grant assurance number 7 and the implication to the airport should the airport be utilized for a non-aviation activity. The recommendation out of the meeting and incorporated into the grant assurances was a provision that allows for exemption of non-aviation use. Also presented by staff was the recommendation to incorporate the assurances into all CDAG funded grant projects which would allow for ease in incorporating the assurances into the grant contracts. This also did not apply nor expand any assurances to NPIAS airports as they have made the same assurances and many more in accepting federal funds.

CURRENT CAB ACTION REQUESTED

Division staff is recommending and requesting the CAB take formal action to approve the attached grant assurances to be incorporated into all CDAG funded grant contracts beginning with funding approved during the FY 2019 grant program (2017).

NEXT STEPS

- Division staff will continue to revise the grant contract template for incorporation of the grant assurances which would be included in grant contracts via reference and attachment beginning with FY 2019 grants.
- Division staff will update the Programs and Procedures Manual to incorporate reference to the grant assurances and expect to bring that Manual before the CAB for approval at the April CAB meeting.



Exhibit "A"

Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding

I. APPLICABILITY

- a. These assurances shall be complied with by Airport Sponsors in the performance of all projects at airports that receive Colorado Department of Transportation - Division of Aeronautics (Division) Colorado Discretionary Aviation Grant (CDAG) funding for projects including but not limited to: master planning, land acquisition, equipment acquisition or capital improvement projects (Project). It is not the intent of these Assurances to expand existing Federal Aviation Administration (FAA) Grant Assurances for airports included in the National Plan of Integrated Airport Systems (NPIAS); as similar assurances already exist for acceptance of FAA funding.
- b. Upon acceptance of this grant agreement these assurances are incorporated in and become a part thereof.

II. DURATION

- a. The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the Project as defined in Table 1 (Useful Life), or if the airport for which the Project is funded ceases to function as a public airport, for twenty (20) years from the date of Project completion, whichever period is greater. However, there shall be no limit on the duration of the assurances with respect to real property acquired with CDAG Project funds.

III. COMPLIANCE

- a. Should an Airport Sponsor be notified to be in non-compliance with any terms of this agreement, they may become ineligible for future Division funding until such non-compliance is cured.
- b. If any Project is not used for aviation purposes during its Useful Life, or if the airport for which the Project is funded ceases to function as a public airport, for twenty (20) years from the date of Project completion or at any time during the estimated useful life of the Project as defined in Table 1, whichever period is greater, the Airport Sponsor may be liable for repayment to the Division of any or all funds contributed by the Division under this agreement. If the airport at which the Project is constructed is abandoned for any reason, the



Division may in its discretion discharge the Airport Sponsor from any repayment obligation upon written request by the Airport Sponsor.

IV. AIRPORT SPONSOR GRANT ASSURANCES

1. **Compatible Land Use.** Compatible land use and planning in and around airports benefits the state aviation system by providing opportunities for safe airport development, preservation of airport and aircraft operations, protection of airport approaches, reduced potential for litigation and compliance with appropriate airport design standards. The airport will take appropriate action, to the extent reasonable, to restrict the use of land adjacent to, in the immediate vicinity of, or on the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.
2. **On-Airport Hazard Removal and Mitigation.** The airport will take appropriate action to protect aircraft operations to/from the airport and ensure paths are adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.
3. **Safe, Efficient Use, and Preservation of Navigable Airspace.** The airport shall comply with 14 CFR Part 77 for all future airport development and anytime an existing airport development is altered.
4. **Operation and Maintenance.** In regards to Projects that receive Division funding, the airport sponsor certifies that it has the financial or other resources that may be necessary for the preventive maintenance, maintenance, repair and operation of such projects during their Useful Life.

The airport and all facilities which are necessary to serve the aeronautical users of the airport shall be operated at all times in a safe and serviceable condition. The airport will also have in effect arrangements for:

- a. Operating the airport's aeronautical facilities whenever required;
 - b. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - c. Promptly notifying airmen of any condition affecting aeronautical use of the airport.
5. **Airport Revenues.** All revenues generated by the airport will be expended by it for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the owner or operator of the airport for aviation purposes.



6. **Airport Layout Plan (ALP).** Once accomplished and as otherwise may be required to develop, it will keep up-to-date a minimum of an ALP of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; and (3) the location of all existing improvements thereon.

7. **Use for Aviation Purposes.** The Airport Sponsor shall not use runways, taxiways, aprons, seeded areas or any other appurtenance or facility constructed, repaired, renovated or maintained under the terms of this Agreement for activities other than aviation purposes unless otherwise exempted by the Division.

TABLE 1

Project Type	Useful Life
a. All construction projects (unless listed separately below)	20 years
b. All equipment and vehicles	10 years
c. Pavement rehabilitation (not reconstruction, which is 20 years)	10 years
d. Asphalt seal coat, slurry seal, and joint sealing	3 years
e. Concrete joint replacement	7 years
f. Airfield lighting and signage	10 years
g. Navigational Aids	15 years
h. Buildings	40 years
i. Land	Unlimited



EXHIBIT C, GRANT ASSURANCES

Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding Approved by CAB January 22, 2018

I.APPLICABILITY

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- c. the Airport Sponsor from any repayment obligation upon written request by the Airport Sponsor.

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| Colorado Airport Sustainability Program

Colorado Airport Sustainability Program

Colorado Division of Aeronautics is excited to announce the kickoff of the Colorado Airport Sustainability Program. This is a “first of its kind” project that will provide tools and guidance for Colorado general aviation airports to develop sustainability plans for their own facilities. Information contained on this page will help to explain in detail the Colorado Airport Sustainability Program's background, initial case studies, the project's mission, and a tentative schedule.



General Aviation Airport Sustainability Program

Colorado Airport Sustainability Program



The purpose of the Colorado Airport Sustainability Program is to provide guidance and resources to general aviation airports in Colorado in order to help airports prepare their own individual customized sustainability plans. The Colorado Airport Sustainability Program will result in three completed sustainability plans for three pre-selected case study airports: Centennial Airport, Rifle-Garfield County Regional Airport, and the Fremont County Airport. These case study sustainability plans will provide a valuable resource as a reference for other airports when developing their own unique plans. The overall goal of the Colorado Airport Sustainability Program is to provide Colorado general aviation airports with a tool that will assist in addressing ways to improve sustainability within economic, social, operational, and environmental realms at their airports.

What is Sustainability?

Sustainability applies to **social, economic, operational, and environmental** components of an airport, Recognizing that the definition of sustainability can evolve over time, CDOT factored in values and policies applicable to Colorado's general aviation airports, and adopted a broad and adaptable definition of sustainability for general aviation airports across the state:

Sustainability is to maintain and enhance the long-term viability of Colorado's general aviation airports in a way that properly balances economic, social, and environmental pressures while still meeting the operational needs of an airport.

However, because each airport has varied needs, the scalability and flexibility of the definition of sustainability can mean that one airport defines sustainability differently than another.

Other Commonly Used Sustainability Definitions

Brundtland Commission Definition of Sustainability

- Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

ACI-NA Definition of Sustainability

- A holistic approach to managing an airport so as to ensure the integrity of the Economic viability, Operational efficiency, Natural Resource Conservation, and Social responsibility (EONS) of the Airport.

American Public Works Association Definition of Sustainability

- Sustainability in public works, in the broadest sense, means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and our ability to pay. It can be thought of as the three Ps - People, Planet and Profit or the three E's - Equity, Environment, and Economy. It means being thoughtful about our decisions and it means pursuing a balanced approach for a vibrant community today and tomorrow and is accomplished by the efficient delivery of services and infrastructure in an environmentally and socially responsible way that ensures the best economic choice in the long term.

Program Mission

The mission of the Colorado Airport Sustainability is to provide the support and resources necessary to enable an airport's viability over the long-term. From revenue generation to reduced utility bills, maintenance costs to life-cycles, the Colorado Airport Sustainability Program will help general aviation airports preserve and enhance the ability of general aviation airports to remain viable now and in the future.

Because each general aviation airport in Colorado has varied needs, the most important goal for the Colorado Sustainability Program is to provide tools that are **APPLICABLE** and **USEFUL** for Colorado's entire system of public-use GA airports.

Benefits of implementing a Colorado Airport Sustainability Plan:

- Increasing competitiveness through lean operations
- Optimizing the use of an airport's assets

- Reducing environmental impacts of the facility
- Working with and earning greater support from the community
- Improving work environment for employees leading to higher productivity
- Reducing health and safety risks

Case Studies

Three case study airports will showcase how a range of different airports, in size and in available resources, can successfully benefit from sustainability. Ultimately, the Program will result in a tool kit that all GA airports can use to create and implement a sustainability plan at their own facilities.



Centennial Airport

(https://www.codot.gov/programs/aeronautics/SustainProg/APA_Plan) (APA)

DOWNLOAD: Completed Airport Sustainability Plan
(https://www.codot.gov/programs/aeronautics/SustainProg/APA_Plan)

Canon City - Fremont County Airport

(https://www.codot.gov/programs/aeronautics/SustainProg/Fremont_Plan) (1V6)

DOWNLOAD: Completed Airport Sustainability Plan
(https://www.codot.gov/programs/aeronautics/SustainProg/Fremont_Plan)

Rifle-Garfield County Regional Airport

(https://www.codot.gov/programs/aeronautics/SustainProg/RIL_Plan) (RIL)

DOWNLOAD: Completed Airport Sustainability Plan
(https://www.codot.gov/programs/aeronautics/SustainProg/RIL_Plan)

FAQs

Download the following FAQ sheet here.

(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_FAQ)

What are the benefits of creating a sustainability plan for my airport?

For airports, sustainability provides a framework to address an increasingly complex and competitive aviation industry in a manner that reflects individual airport needs. Airports are finding that sustainability makes good business sense because it saves money and builds strong relationships with tenants, neighbors, and regulators. By adopting

sustainable practices, airports can save money while improving operational efficiency, protecting the environment, improving the airport user experience, supporting employees, and stimulating economic growth.

The principles of sustainability for airports are often defined by the acronym EONS, which stands for **Economic Viability, Operational Efficiency, Natural Resources Conservation, and Social Responsibility**.

What do I need to get started?

The Airport Sustainability Plan Tool Kit (Tool Kit) is built into the CDOT Aeronautics Web-Based Information Management System (WIMS) that is also being used for grant management, so you can get started on your airport's sustainability plan right away. The Tool Kit comes pre-loaded with some of your airport's data to help you build your sustainability plan. Beyond these data, you will need some additional information to complete your airport's plan. Ask your CDOT planner for a helpful [checklist](https://www.codot.gov/programs/aeronautics/SustainProg/Sustain_Checklist) (https://www.codot.gov/programs/aeronautics/SustainProg/Sustain_Checklist) that outlines the information to have at hand before you begin.

Does it cost anything to create an airport sustainability plan?

No. This is a free Tool Kit provided by CDOT Aeronautics that was developed in part using grant funding from the Federal Aviation Administration (FAA).

Do I need specialized knowledge or skills to create my plan?

No. The Tool Kit was developed to walk you through creating your plan step by step. All you need is some basic knowledge of how your airport operates and some data about these operations. Any key terms or calculations are explained in the Tool Kit and you can download a Tool Kit Manual if you want to refer to or print the steps and instructions.

Can I customize my plan?

Yes. While the Tool Kit includes some pre-loaded information about your airport, each section offers you options for customizing your data as well as your mission statement, goals, and initiatives.

Are there examples of plans available from other airports?

Yes. The Sustainability Tool Kit was developed with assistance from three pilot airports - Centennial, Fremont County, and Garfield County - who prepared sustainability plans using the Tool Kit. Their feedback was used to refine the program for the rest of Colorado's General Aviation airports.

How long will it take to create my sustainability plan?

First, you will need to gather specific airport data to enter into your baseline Profile. It will take approximately 1 to 2 hours to gather the data you need to get started. Using this information, you will select a Mission Statement, Goals, and Initiatives. The three test airports averaged from a few hours to two days to complete their plans. Depending on your level of specificity and the number of goals and initiatives you select, your effort could be shorter or longer than this average completion time.

Who gets to see my data and the results? Is my data private?

Once you complete your airport sustainability plan in WIMS, CDOT Aeronautics will review it and send you a Microsoft Word® file that you can refine and finalize. With your sustainability plan stored in WIMS, only the CDOT Aeronautics Staff and your airport will have access to your plan. Should you choose to share your plan, let your CDOT planner know, and it can be placed on the CDOT Aeronautics website. Remember, the more airports that share their plans, the greater the collective awareness and impact.

What do I get when I finish my plan online?

Once your plan is complete, you will be able to print out a copy to share with your airport staff, users, and community. The plan will include your specific set of implementation steps, timelines, and responsible parties to help you achieve your goals. In the Dashboard tab, the Tool Kit will provide a number of graphics based on your progress to include in presentations and outreach for your plan. Your customized sustainability plan offers an opportunity to promote your airport's efforts to continuously improve and support your community.

Am I required by the Division of Aeronautics to use the Tool Kit?

No. At this point, there is no requirement for your airport to use the Tool Kit. It is, however, strongly encouraged for the benefits to your airport. Your airport's plan will help you address social, financial, operational, and environmental goals and will prompt action and measurement of progress. Having a completed sustainability plan could also help better position your airport to apply for future grants and pursue other funding and support opportunities.

What guidance is available to help me through the process?

The Welcome tab of the Tool Kit provides online guidance to help you through the process for creating your customized airport sustainability plan. There is also a [guidance manual](https://www.codot.gov/programs/aeronautics/SustainProg/SustainabilityManual) (<https://www.codot.gov/programs/aeronautics/SustainProg/SustainabilityManual>) that provides more detailed instructions on how to move step-by-step through the Tool Kit. Finally, if you still have unanswered questions, contact your CDOT planner.

What if I don't have all the information to include in the Profile?

The Profile represents the existing conditions and operating characteristics of your facility. You can add both quantitative and qualitative data to define the baseline of your airport. Try to fill in as much data as possible. If you do not currently have the data, leave the fields empty, start tracking those data to include for your next airport sustainability plan.

What are Focus Categories? How many should I include in my Airport Sustainability Plan?

Focus Categories are broad areas of interest on which your airport will focus with regard to sustainability. Focus Categories included in the Tool Kit include Revenue Generation, Expense Reduction, Economic Development, Operations and Maintenance, Asset Management, Business Operations, Energy, Water, Waste, Climate/Air Quality, Natural Environment, Community, Airport Users, Employees, and Noise. You should consider selecting four or five Focus Categories for your plan. Be sure to include a Focus Category from each EONS area.

How many Sustainability Goals should I select?

You should select enough Goals to cover the potential opportunities in your Focus Categories, but not so many that they become overwhelming. Start by identifying two to three Sustainability Goals for each of the four to five Focus Categories that you select. For each Sustainability Goal, you should have either quantitative or qualitative associated baseline data.

What is a Sustainability Initiative? How many should I include in my Plan?

Initiatives are the actions that will help you reach one or more Sustainability Goals. They can comprise a new program at the airport (i.e., employee training) or changes to operations/maintenance (i.e., lowering the thermostat in the office) at your airport. You should select at least two Initiatives for each Sustainability Goal in your plan.

DOWNLOAD: [Airport Sustainability Program FAQs](https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_FAQ)

(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_FAQ)

Resources

Tool Kit Guidance Manual

(<https://www.codot.gov/programs/aeronautics/SustainProg/SustainabilityManual>)



(<https://www.codot.gov/programs/aeronautics/SustainProg/SustainabilityManual>) This is a comprehensive Tool Kit User's Manual that will give you the necessary guidance to produce an effective Airport Sustainability Plan for your facility.

Profile Data Checklist

(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_Checklist)



(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_Checklist) This is a checklist of materials, records, and information that will help you complete your airport Profile.

Frequently Asked Questions

(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_FAQ)



(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_FAQ) If you have a question about how to create your Airport Sustainability Plan, you'll probably find a good answer here.

Promotional Flyer

(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_Flyer)



(https://www.codot.gov/programs/aeronautics/SustainProg/Sustainability_Flyer) Get the word out! This is an informative flyer that will help communicate to your stakeholders how your Airport Sustainability Plan will benefit your airport and its surrounding community.



2021 System Update

Airport Pavement Evaluations & Management

This program presents the results of the 2021 update of the Colorado Department of Transportation - Division of Aeronautics (CDOA) Airport Pavement Management System (APMS). During this project the runway, taxiway, apron, and helipad pavements at selected airports in Colorado were evaluated. This program is organized into the following modules accessible from the menu above:

Statewide Summary—View a summary of pavement area, age, and condition information available for the surveyed airports.

Airport Details—View detailed inventory information, condition data, work history information, photographs, the proposed 5-year maintenance and rehabilitation plan, inspection details, and individual airport summary charts.

Maintenance Guidelines—View general recommendations and FAA guidelines for pavement maintenance.

Pavement Inspection—Review background information on the PCI survey method used to assess pavement condition.

Miscellaneous—View definitions of acronyms used throughout the IDEA, and learn about this program as well as Applied Pavement Technology, Inc.

