Front Range is the last general aviation (GA) airport constructed in Colorado and is one of the largest GA airports in the United States with just under 4,000-acres of land and surrounded by 6,000-acres of non-residential, master planned industrial complex. Further, tens of thousands of acres of dry land farming extend in all directions from the Airport.

Notwithstanding, FTG has all the attributes of a remote facility, yet it is only six miles southeast of the 9th busiest international airport in the world – DIA.

Existing infrastructure:

Two 8,000 x 100' Paved Runways
Three Precision Approaches (ILS)
Air Traffic Control Tower
Three Cat I ILS Systems
Index-B ARFF
Airport-Operated Premier FBO
  Café
  On-Airport Car Rental – Hertz
  DIA Shuttle
20-Acre Master Planned Development – Site Ready
Newly Constructed Electric Substation
Immediately Available Group II Hangars
Newly Constructed Airport Owned & Operated Waste Water Treatment Plant
Unique Capabilities:

The existing runway complex is capable of 250,000 operations a year, yet even in its peak year of operations, 1999 the Airport was at less than 50% of its capacity and today is only operating at 20% capacity. In normal circumstance this weakness would not bode well for the future of the Airport; however, the excess capacity will make it much easier for FAA and others to embrace mixing advance technology air vehicles with more traditional aircraft.

Further to the uniqueness is the separation of runways physically and by use. Runway 08/26 accommodates 80% of the traffic because support facilities and hangars are located on the west side of the Airport. By default the east side of the complex is a separate airport and is virtually a clean sheet of paper awaiting its ultimate design. Runway 17/35 has the greatest long-term growth potential because the 8,000' x 100' runway has dirt work is in place to expand it to 10,000'and sufficient land is owned north of the Airport to expand it to its master planned length of 12,000'. Runway 17/35 is currently published at 75,000 pounds. However, the runway was constructed as a cargo runway with 160,000 pounds of strength.

Front Range Airport has a new direction because what was perceived as a weakness: remote and underutilized is now recognized as strength in the creation of an Aerospace Center.

Key to an Aerospace Center is the designation of SpacePort and FTG is exploring the feasibility of such designation. An undertaking of this size requires a unified position and contributions from the full spectrum of aerospace participants.

One such participant and FTG friend is Allan Lockheed, whose father founded Lockheed Aircraft:

The core study and report on Point-to-Point transport of people and cargo between

SpacePorts was created by the 2007 - 2008 Masters program of the International Space University [ISU, www.isunet.edu]. ISU is the graduate school for Interdisciplinary Space Education established in the USA in 1987. ISU has over 3,000 graduates from 102 countries. Degree programs are held around the world, and this particular report was created in the 2007 - 2008 Masters Program held in Strasbourg, France. Following are specific web access addresses for the report and references to it within ISU, the FAA, and by the gentleman who led the study:

http://www.isunet.edu/

http://www.faa.gov/about/office_org/headquarters_offices/ast/media/point_to_point.pdf

http://www.iafastro.net/iac/archive/browse/IAC-08/B3/2.-D2.7/476/

http://www.isunet.edu/index.php/sturep-masters/437-great-expectations-an-assessment-of-the-potential-for-suborbital-transportation

Shortly, suborbital space transportation will be established globally between spaceports. This will change basic structures of the cost and value of goods, services, and transportation similarly as railroads changed the structure of commerce compared to stagecoaches.

At this time, the most visible demonstration of New Space enterprise is space tourism and space adventure, which build public trust, enthusiasm, and comfort with rocket propulsion and exo-atmospheric travel. Transportation is on the critical path of human history, from foot travel and sledges, to horse and stagecoach, through the airways proven by Golden Age Lockheeds, and today's international jetliners and airports.

This evolution of transportation has continually revolutionized the structure of commerce. High speed air transport between commercial airports changed:
• Where manufacturing is performed--good air transport facility is vital
• The size and inventory requirements of warehousing
• Enabled critical and emergency services to be delivered to remote locations in/on time
• Enabled "Just-in-Time" materials and supplies delivery to cut costs of production usefully
• Turned "Bill of Materials Planning" [BOMP] standards and procedures on its ear
Suborbital Point-to-Point transportation does the same, by allowing goods, materials, and know-how to be delivered in minutes and hours instead of hours and days.

These enterprises are only first-cut obvious. Private and commercial space access enterprises will grow to include harvesting space "junk", recovery of energy and materials (even water!?!?) from space, and establishing viable commercial mining settlements on the Moon--to which the Chinese have committed(!)--and even hotels beyond the earth:

--Ultimate Tourist Getaways--in Orbit, on the Moon or Mars:
http://www.bigelowaerospace.com/

These are only the enterprises which can be evaluated as profitable at this time. More will be engaged as SpacePorts are established and vehicles are refined. with each change in transportation technology; industry, investors, and entrepeneurs discover new niches and fill them. From the first flight in 1903 till just 1909, hundreds of aircraft schools, manufacturers, and services sprang up to meet opportunities non-existent in 1902. The Golden Age of the Lindberghs, Wiley Post, Amelia Earhart, and Roscoe Turner proved people and commerce would be linked forever through the air.

Space commerce reprises the transportation lesson of history, accessing opportunities beyond the atmosphere. This time, the realization of profitable opportunities and enhanced values are linked to SpacePort assets and location, just as previous gains were linked to seaports, rail depots, and airports.