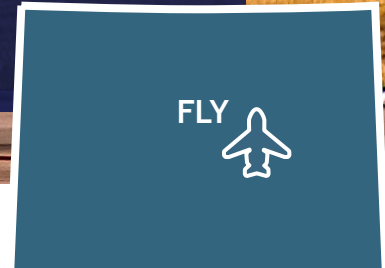
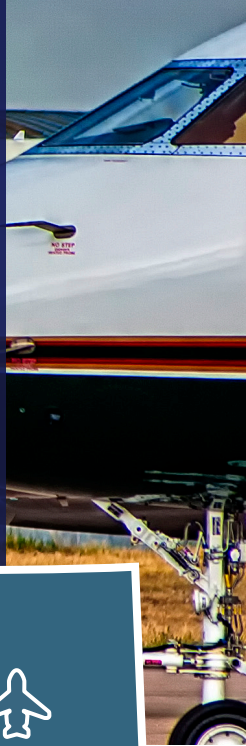


MEADOW LAKE

Meadow Lake Airport (FLY) is a privately-owned, public-use general aviation (GA) airport in El Paso County, located approximately 15 miles northeast of downtown Colorado Springs. The airport is owned and operated by the Meadow Lake Airport Association. FLY has one asphalt runway (15/33) that is 6,000 feet long by 60 feet wide, one partially-paved runway (8/26), and one turf runway (N/S) for glider operations. FLY serves as the primary GA airport for El Paso County and relieves congestion at Colorado Springs Municipal Airport (COS), located 12 miles southwest. As a result, FLY sees significant usage by recreational fliers, aviation businesses, flight training aircraft, and gliders.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.








Meadow Lake Airport is one of five airports in Colorado classified as a GA-Regional airport. The airport regularly receives interstate and IFR operations and supports based jets or 100 based piston aircraft. GA-Regional airports can be located in micropolitan or metropolitan areas or can be designated as a Reliever airport by the FAA's National Plan of Integrated Airport Systems (NPIAS). These types of airports consistently serve personal or business piston-powered aircraft and occasional jet operations.



Frequent Airport Activities

				
Recreational Visitors	Corporate/Business Activities	Aerospace Research	Aerial Inspections	Flight Training

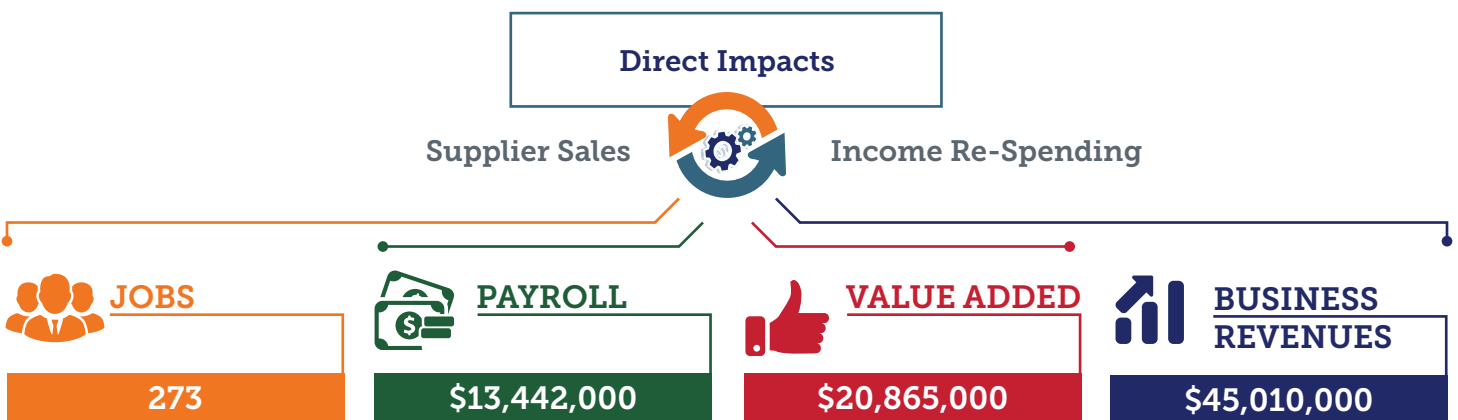
Meadow Lake Features

	Associated City/County	Colorado Springs/El Paso
	Associated OEDIT Region	4 - Pikes Peak Region
	FAA GA ASSET Classification	Regional
	Annual Operations (2018)	65,814
	Number of Based Aircraft (2018)	403
	Runway(s)	3
	Air Traffic Control Tower	No



Economic Impacts of FLY

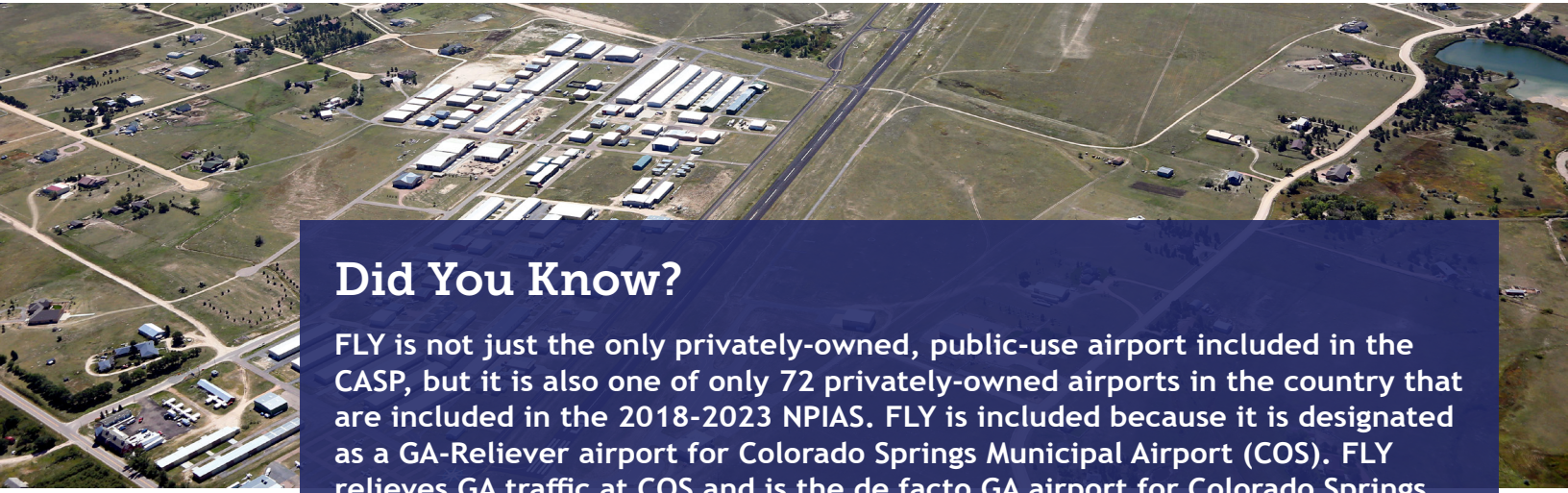
The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Meadow Lake is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for FLY are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of FLY and all other Colorado airports.



Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport’s existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

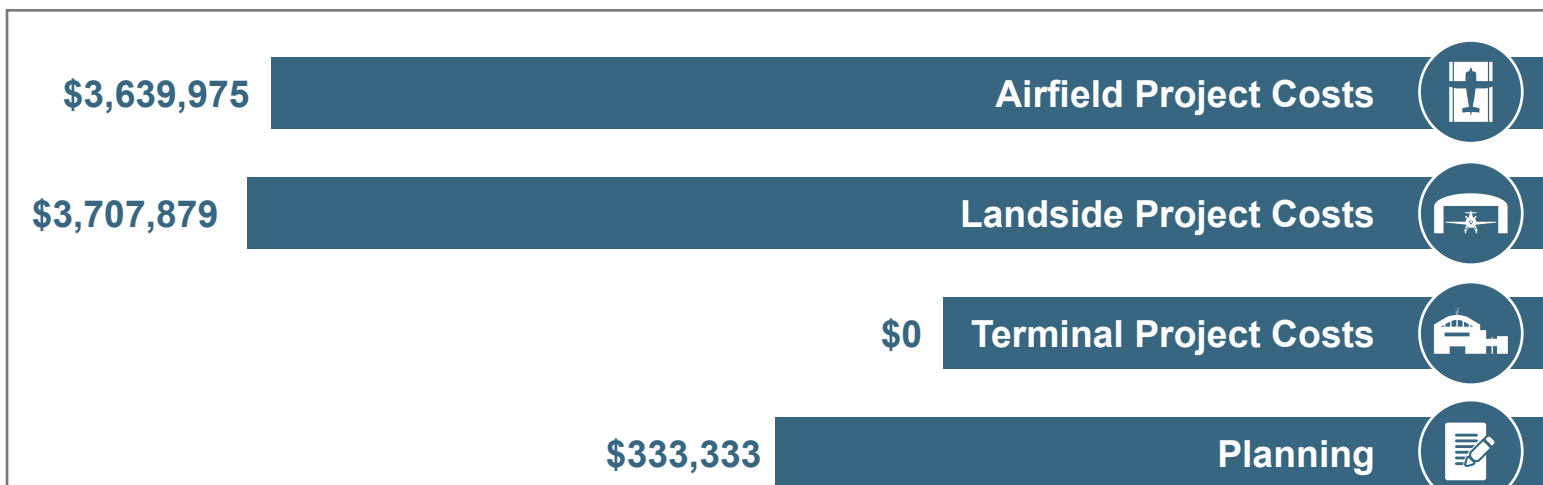
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport’s needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Meadow Lake to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Did You Know?

FLY is not just the only privately-owned, public-use airport included in the CASP, but it is also one of only 72 privately-owned airports in the country that are included in the 2018-2023 NPIAS. FLY is included because it is designated as a GA-Reliever airport for Colorado Springs Municipal Airport (COS). FLY relieves GA traffic at COS and is the de facto GA airport for Colorado Springs and El Paso County. As a part of the NPIAS, FLY is eligible to receive federal grants for airport improvement projects.

Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Meadow Lake. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport’s project needs and associated costs.

Objective Category	GA-Regional Objective	Current Condition	Meets 2020 Objective?
Airfield			
ARC	B-II	B-I	No
Runway Length	Align with Master Plan	6,000 feet (6,000 feet)	Yes
Runway Width	75 feet	60 feet	No
Runway Strength	30,000 pounds	12,500 lbs SW	No
Taxiway	Full parallel	Full parallel	Yes
Runway Markings	Non-precision	Visual	No
Lighting/NAVAIDS			
Approach	Non-precision with vertical guidance	Visual	No
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, VGSIs	No
Runway Lighting	MIRL	MIRL	Yes
Weather Reporting	On-site ASOS or AWOS	AWOS-3PT	Yes
Airport Facilities			
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	No restroom or pilot lounge available. Facility has Wi-Fi	No
Apron Tie-Downs	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	40% of based aircraft fleet plus 50% transient aircraft fleet: 183	Total tie-down spaces: 93 No
Hangars	Hangars for 60% of based aircraft fleet and 50% of weekly average overnight transient storage	60% of based aircraft fleet: 270	Number of based aircraft hangar spaces: 417
		50% of transient aircraft fleet: 3	Number of transient aircraft hangar spaces: 0
Dedicated Maintenance/SRE Storage Building	Yes	No	No
Electric Vehicle Charging Stations	Yes	No	No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Terminal apron area security fencing	No
Services/Other			
Jet A Fuel	Full service	Not available	No
AvGas Fuel	Full service	Full service	Yes
Aircraft De-icing	Dedicated de-icing area	None	No
Courtesy Car	Yes	No	No
Sustainability Plan	Yes	No	No
Minimums for All Airports			
Restroom (24-hr accessible) ✘	Cell Phone Service ✔	Airport Layout Plan (ALP) ✔	Wi-Fi Service ✘

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