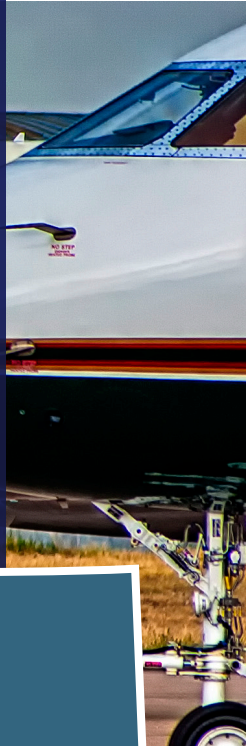


MONTE VISTA MUNICIPAL

Monte Vista Municipal Airport (MVI) is a general aviation airport in the San Luis Valley, located five miles southeast of Monte Vista. The airport is owned and operated by the City of Monte Vista. MVI has a one paved runway (2/20) and two dirt runways. Runway 02/20 is 5,901 feet long by 60 feet wide and has a non-precision instrument approach. MVI supports a variety of activities including recreational flying, business/corporate endeavors, and aerial firefighting. Additionally, MVI contributes to the local economy by supporting aerial crop application operations on the farms around the valley. The airport is also used by the local health care clinic to transport physicians and supplies into Monte Vista.



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.








Monte Vista Municipal Airport is one of 16 airports in Colorado classified as a GA-Community airport. GA-Community airports are defined as being publicly-owned and having at least 10 based aircraft or being located 30 miles from the nearest NPIAS airport. Additionally, these facilities can support Native American communities and/or are used by federal government agencies. GA-Community airports often support quality-of-life activities such as emergency services and medical transport and can provide economic benefits to surrounding areas.



Frequent Airport Activities

| | | | |
|--|--|--|---|
|  Aerial Agricultural Application |  Recreational Visitors |  Corporate/Business Activities |  Aerial/Wildland Firefighting |
|--|--|--|---|

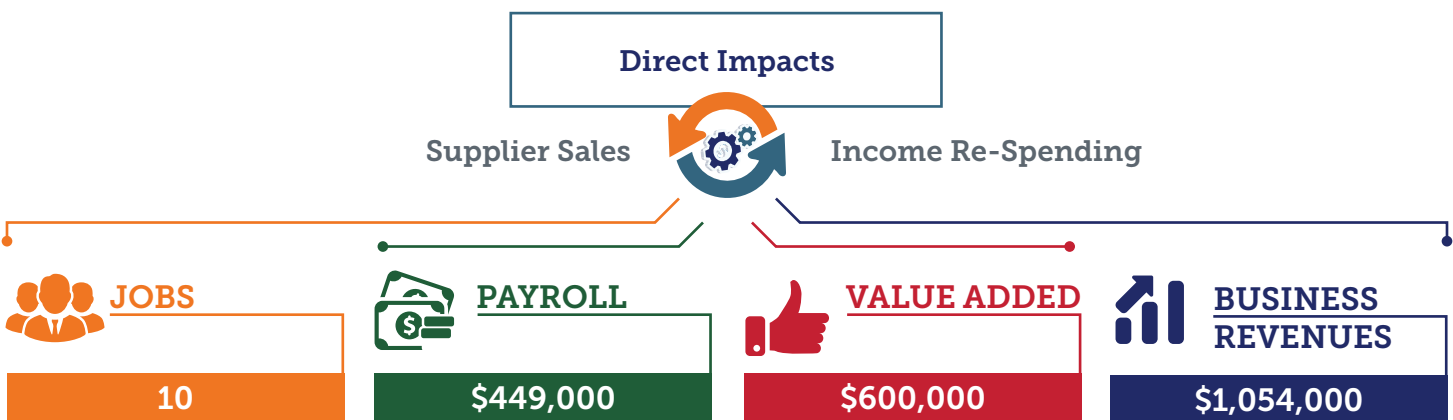
Monte Vista Municipal Features

| | | |
|---|---------------------------------|----------------------------|
|  | Associated City/County | Monte Vista/Rio Grande |
|  | Associated OEDIT Region | 8 - San Luis Valley Region |
|  | FAA GA ASSET Classification | Local |
|  | Annual Operations (2018) | 6,000 |
|  | Number of Based Aircraft (2018) | 15 |
|  | Runway(s) | 3 |
|  | Air Traffic Control Tower | No |



Economic Impacts of MVI

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

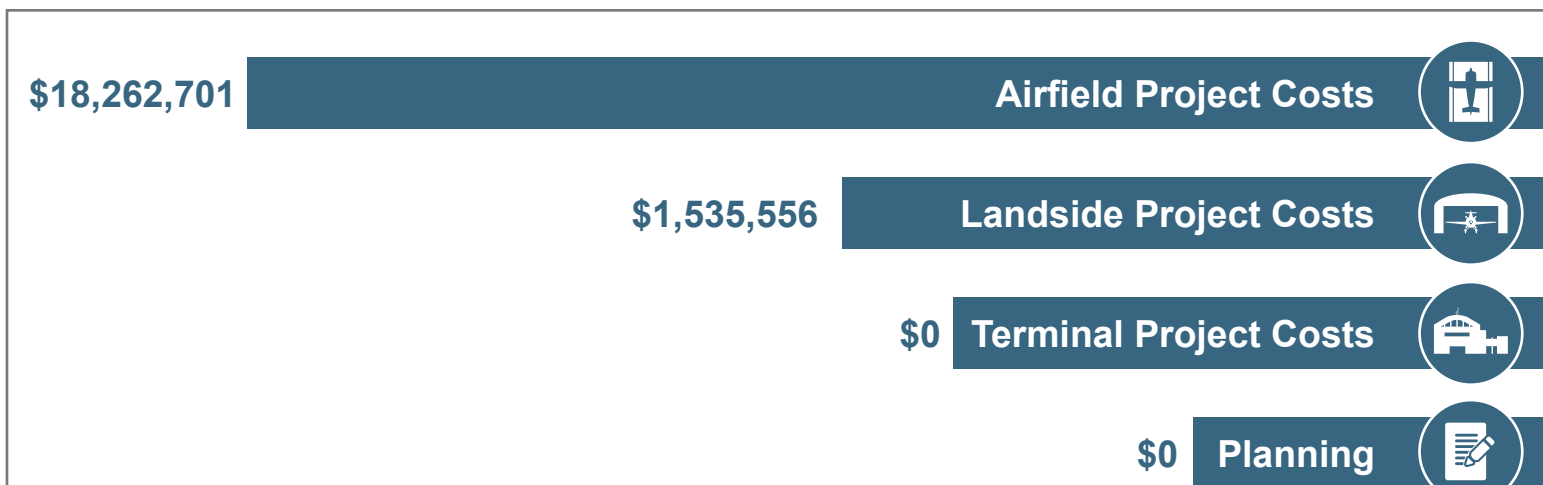
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations 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 Monte Vista Municipal 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?

MVI opened in 1928 on a site located two miles west of the city to provide air access to the San Luis Valley. Throughout the 1930s and 1940s, the airport was served by Monarch and Frontier Airlines DC-3 aircraft carrying passengers and mail to and from the valley. In 1955, the airport moved to a new location five miles southeast of the city where it remains an active airport that serves the local communitiy.

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 Monte Vista Municipal. 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-Community Objective | Current Condition | Meets 2020 Objective? |
|--|---|---|---|
| Airfield | | | |
| ARC | B-I | B-I | Yes |
| Runway Length | Accommodate 95% small aircraft adjusted for elevation and mean maximum daily temp during hottest month | 5,901 feet (9,100 feet) | No |
| Runway Width | 60 feet | 60 feet | Yes |
| Runway Strength | 12,500 pounds | 12,500 lbs SW | Yes |
| Taxiway | Turn-arounds | Connector | Yes |
| Runway Markings | Non-precision | Non-precision | Yes |
| Lighting/NAVAIDS | | | |
| Approach | Non-precision | Non-precision | Yes |
| 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, AWOS, or Automated Unicom | None | No |
| Airport Facilities | | | |
| Terminal (CS and/or GA) | Facility with restrooms, pilot-lounge, and Wi-Fi | Facility with restroom and pilot lounge | No |
| Apron Tie-Downs | Tie-downs for 60% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season | 60% of based aircraft fleet plus 25% transient aircraft fleet: 10 | Total tie-down spaces: 13 Yes |
| Hangars | Hangars for 40% of based aircraft fleet | 40% of based aircraft fleet: 6 | Number of based aircraft hangar spaces: 16 Yes |
| Dedicated Maintenance/SRE Storage Building | Based on community need | No | Based on community need |
| Electric Vehicle Charging Stations | Based on community need | No | Based on community need |
| Perimeter Security | AOA 3-wire fencing with appropriate signage | AOA 3-wire fencing with appropriate signage | Yes |
| Services/Other | | | |
| Jet A Fuel | Based on community need | 24/7 (Self-Serve or Call Out) | Based on community need |
| AvGas Fuel | 24/7 (Self-Serve or Call-Out) | 24/7 (Self-Serve or Call Out) | Yes |
| Aircraft De-icing | Based on community need | None | Based on community need |
| Courtesy Car | Yes | No | No |
| Sustainability Plan | Based on community need | No | Based on community need |
| Minimums for All Airports | | | |
| Restroom (24-hr accessible) ✓ | Cell Phone Service ✓ | Airport Layout Plan (ALP) ✓ | Wi-Fi Service ✗ |

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