

CRAIG-MOFFAT

Craig-Moffat Airport (CAG) is a general aviation airport in northwestern Colorado, located approximately two miles southeast of the Town of Craig. The airport is owned and operated by Moffat County. CAG has a single asphalt runway (7/25) that is 5,606 feet long by 100 feet wide and is equipped with a non-precision instrument approach. The airport is primarily used for recreational flying and serves as an alternate for Yampa Valley Regional Airport, located 16 miles east of CAG. CAG serves as a gateway for Dinosaur National Monument, Elkhead Reservoir, the Museum of Northwest Colorado, and Yampa River State Park.



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.

Craig-Moffat Airport is one of 19 airports in Colorado classified as a GA-Local airport. GA-Local airports are classified as having on-site weather reporting and occasionally supporting IFR flight operations. GA-Local airports are the most common classification of airport and link smaller population centers to the national airport system. Airports in this role are primarily used by piston aircraft for personal and business purposes and frequently accommodate flight training, emergency medical services, and/or charter passenger services.



Frequent Airport Activities



Recreational Visitors

Corporate/Business
Activities

Aerial Inspections

Aerial/Wildland
FirefightingAerial Agricultural
Application

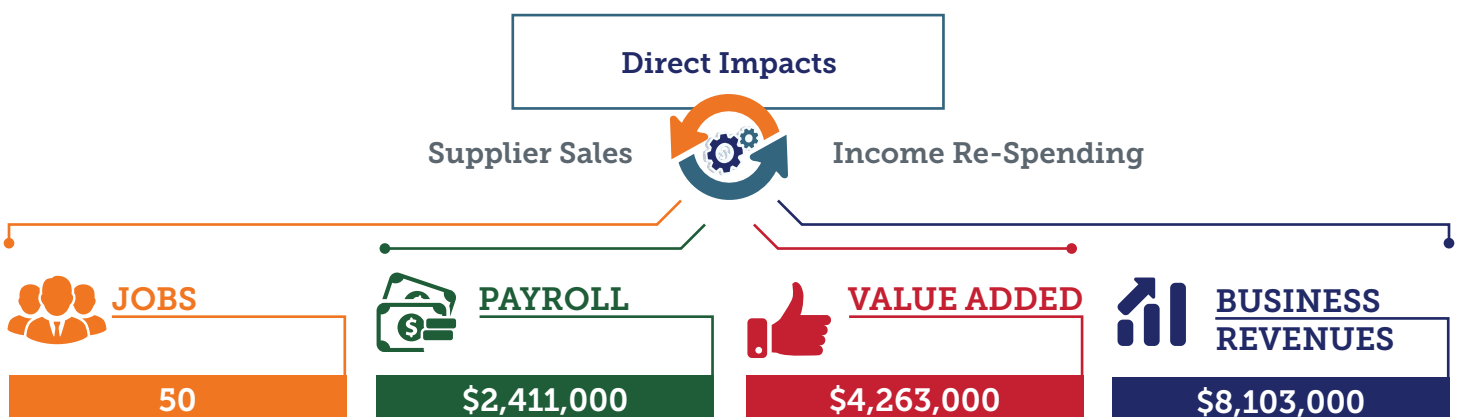
Craig-Moffat Features

| | | |
|--|---------------------------------|--------------------------------|
| | Associated City/County | Craig/Moffat |
| | Associated OEDIT Region | 11 - Northwest Colorado Region |
| | FAA GA ASSET Classification | Local |
| | Annual Operations (2018) | 12,000 |
| | Number of Based Aircraft (2018) | 20 |
| | Runway(s) | 1 |
| | Air Traffic Control Tower | No |

CAG

Economic Impacts of CAG

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



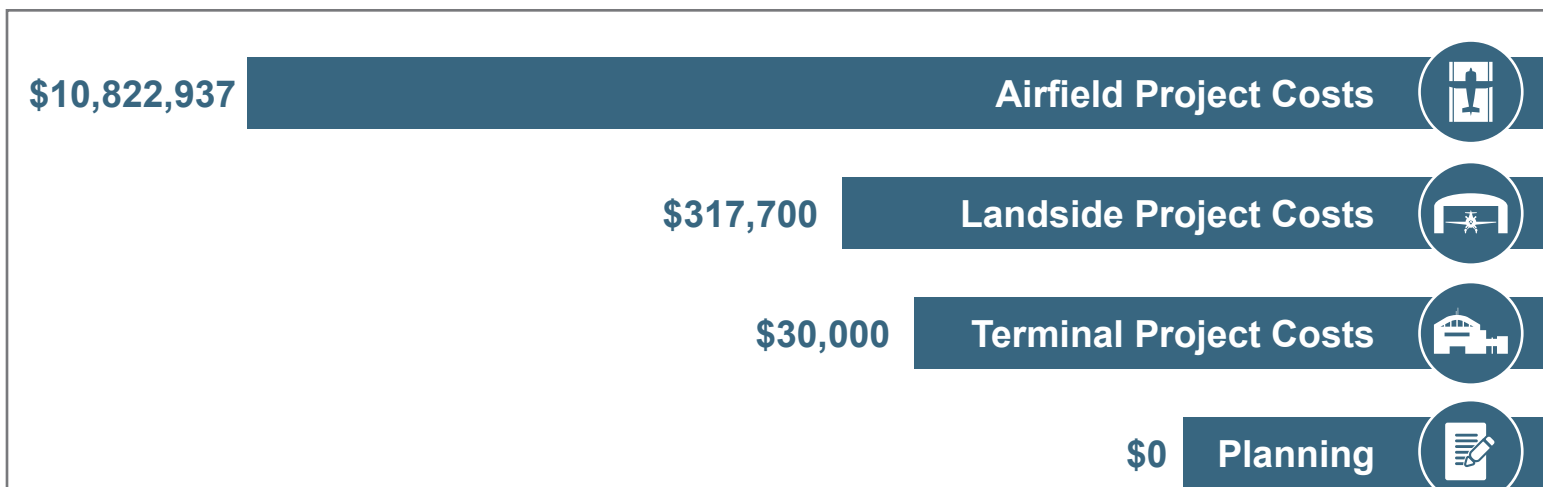
Airport Needs and Recommendations

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 Craig-Moffat 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.



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 Craig-Moffat. 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-Local Objective | Current Condition | | | | Meets 2020 Objective? |
|--|---|--|----|---|----|-------------------------|
| Airfield | | | | | | |
| ARC | B-II | B-II | | | | Yes |
| Runway Length | Accommodate 100% of small aircraft adjusted for elevation and mean maximum daily temp during hottest month | 5,606 feet (6,500 feet) | | | | No |
| Runway Width | 75 feet | 100 feet | | | | Yes |
| Runway Strength | 30,000 pounds | 35,000 lbs SW; 40,000 lbs DW | | | | Yes |
| Taxiway | Partial parallel | Turn-arounds | | | | No |
| 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, REILs, VGSIs | | | | Yes |
| Runway Lighting | MIRL | MIRL | | | | Yes |
| Weather Reporting | On-site ASOS, AWOS, or Automated Unicom | ASOS | | | | Yes |
| Airport Facilities | | | | | | |
| Terminal (CS and/or GA) | Facility with restrooms, pilot-lounge, and Wi-Fi | Facility with restrooms, flight planning space, Wi-Fi, and rest area | | | | Yes |
| Apron Tie-Downs | Tie-downs for 50% of based aircraft fleet plus 25% of weekly average overnight transient storage during peak season | 50% of based aircraft fleet plus 25% transient aircraft fleet: | 15 | Total tie-down spaces: | 16 | Yes |
| Hangars | Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage | 50% of based aircraft fleet: | 13 | Number of based aircraft hangar spaces: | 20 | No |
| | | 25% of transient aircraft fleet: | 2 | Number of transient aircraft hangar spaces: | 0 | |
| Dedicated Maintenance/SRE Storage Building | Yes | No | | | | No |
| Electric Vehicle Charging Stations | Yes | No | | | | No |
| Perimeter Security | AOA 3-wire fencing with appropriate signage | AOA 3-wire fencing with appropriate signage | | | | Yes |
| Services/Other | | | | | | |
| Jet A Fuel | 24/7 (Self-Serve or Call Out) | Full service | | | | Yes |
| AvGas Fuel | 24/7 (Self-Serve or Call-Out) | Full service | | | | Yes |
| Aircraft De-icing | Based on community need | None | | | | Based on community need |
| Courtesy Car | Yes | Yes | | | | Yes |
| 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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