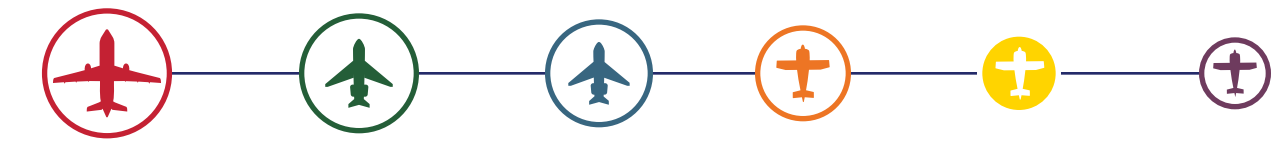
LAKE COUNTY

Lake County Airport (LXV) is a general aviation airport in the central Rocky Mountains, located two miles southwest of Leadville. The airport is owned and operated by Lake County. With a field elevation of 9,934 feet, LXV is the highest paved public airport in North America. The airport has one asphalt runway (16/34) that is 6,400 feet long by 75 feet wide and one concrete helipad equipped with an anchor point for testing helicopters. The airport has leveraged LXV's high elevation to become a hub for recreational visitors, flight training, and flight testing. The airport also supports occasional aerial/wildland firefighting and emergency medical evacuations.

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.

Lake County 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

- Recreational Visitors
- Flight Testing
- Military Activities
- Search and Rescue
- Aerial Inspection

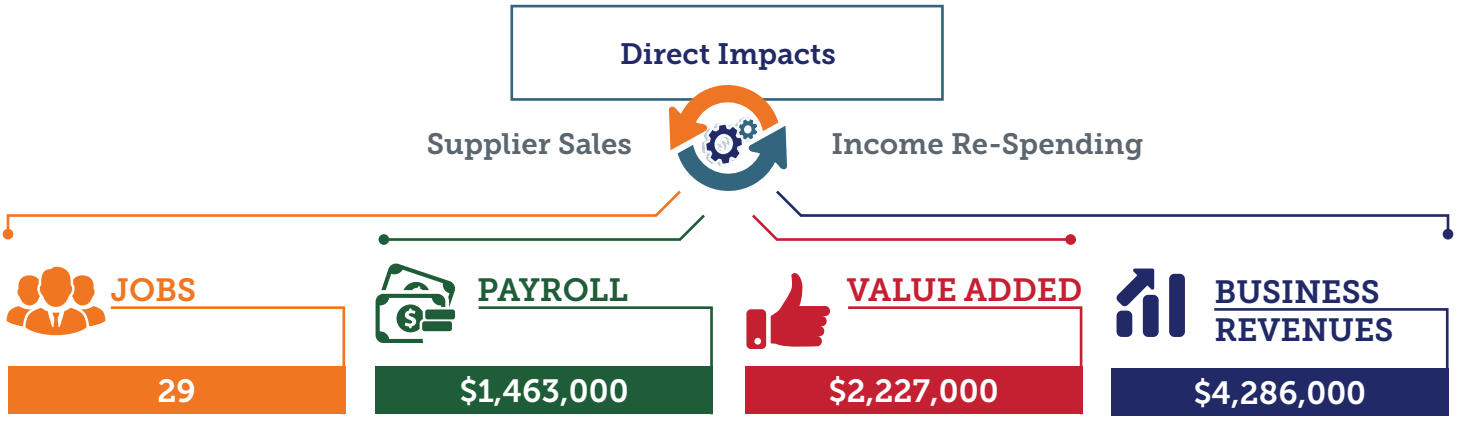
Lake County Features

Associated City/County	Leadville/Lake
Associated OEDIT Region	13 - Upper Arkansas Region
FAA GA ASSET Classification	Basic
Annual Operations (2018)	5,000
Number of Based Aircraft (2018)	5
Runway(s)	1
Air Traffic Control Tower	No

LXV

Economic Impacts of LXV

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



Airport Needs and Recommendations

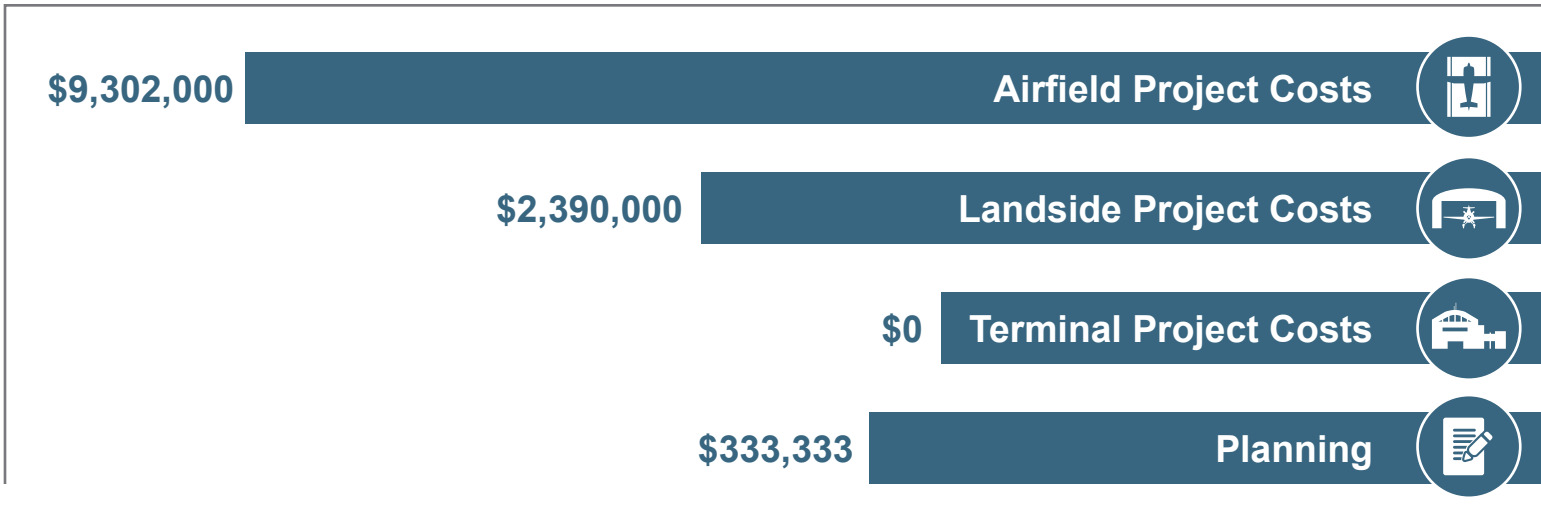
The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified 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 Lake County 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?

LXV is one of Colorado's premier high-altitude testing facilities. Several aircraft and engine manufacturers, foreign militaries, and research organizations travel to LXV each summer to conduct rigorous testing and training of new technologies and flight crews. LXV offers support packages to companies conducting flight test programs that include hangar and office space, classroom, fueling services, and equipment rentals.

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 Lake County. 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-II				Yes
Runway Length	Accommodate 95% small aircraft adjusted for elevation and mean maximum daily temp during hottest month	6,400 feet (>10,000 feet)				No
Runway Width	60 feet	75 feet				Yes
Runway Strength	12,500 pounds	20,000 lbs SW; 20,000 lbs DW				Yes
Taxiway	Turn-arounds	Partial parallel				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	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 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:	4	Total tie-down spaces:	10	Yes
Hangars	Hangars for 40% of based aircraft fleet	40% of based aircraft fleet:	2	Number of based aircraft hangar spaces:	8	Yes
Dedicated Maintenance/SRE Storage Building	Based on community need	Yes				**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	Yes				Yes
Sustainability Plan	Based on community need	Yes				**Based on community need**
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✓