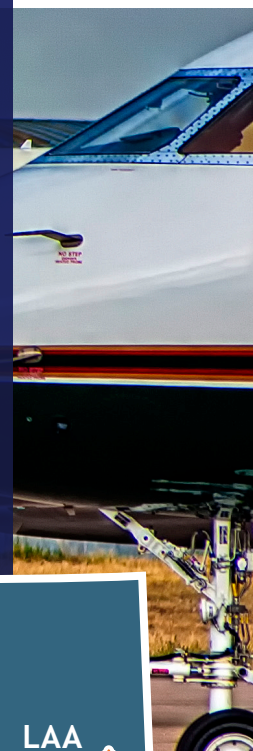


LAMAR MUNICIPAL

Lamar Municipal Airport (LAA) is a general aviation airport in southeastern Colorado, located three miles southwest of Lamar. The airport is owned by the City of Lamar. The airport has two paved runways, 18/36 and 8/26, that are 6,304 feet long and 5,001 feet long, respectively. LAA supports a variety of activities including recreational flying, business/corporate endeavors, aerial photography, and military training in the Arkansas Valley. Additionally, LAA is utilized for flight training by aircraft from Pueblo and Colorado Springs. The airport is a vital asset for the local community as it supports emergency medical transport of doctors, patients, and supplies.



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.

Lamar Municipal 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.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors

Corporate/Business
Activities

Military Activities

Aerial Photography/
SurveysAerial Agricultural
Application

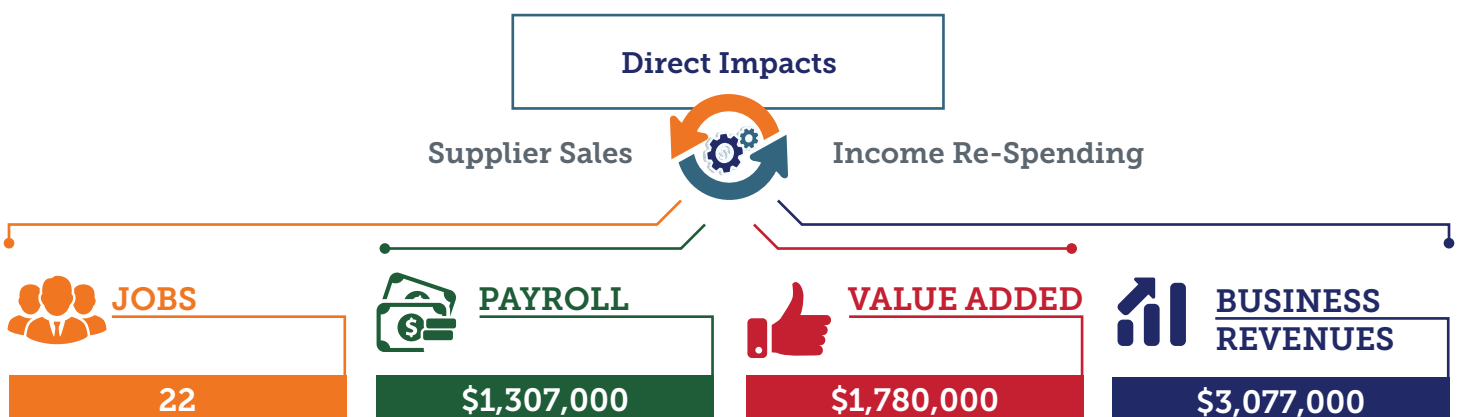
Lamar Municipal Features

	Associated City/County	Lamar/Prowers
	Associated OEDIT Region	6 - Southeast Colorado Region
	FAA GA ASSET Classification	Local
	Annual Operations (2018)	3,399
	Number of Based Aircraft (2018)	27
	Runway(s)	2
	Air Traffic Control Tower	No

LAA

Economic Impacts of LAA

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Lamar 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 LAA are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of LAA and all other Colorado airports.



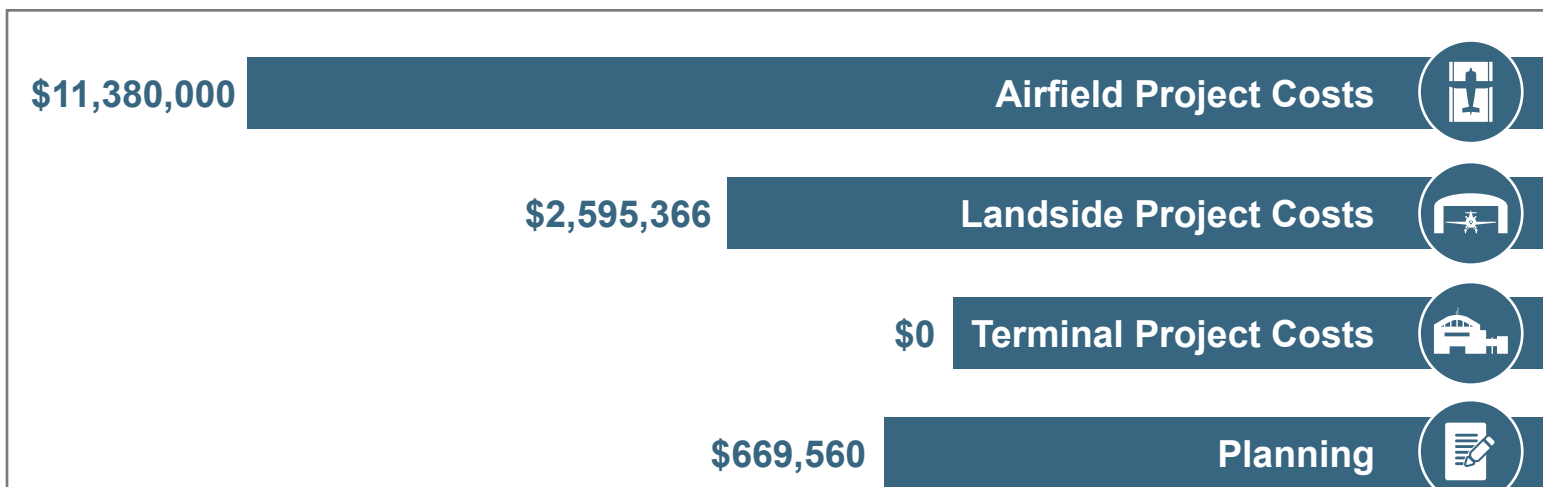
Airport Needs and Recommendations

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 Lamar 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.



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 Lamar 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-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	6,304 feet (5,200 feet)				Yes
Runway Width	75 feet	100 feet				Yes
Runway Strength	30,000 pounds	45,000 lbs SW; 55,000 lbs DW; 100,000 lbs 2D				Yes
Taxiway	Partial parallel	Full 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, 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:	27	Yes
Hangars	Hangars for 50% of based aircraft fleet and 25% of weekly average overnight transient storage	50% of based aircraft fleet:	14	Number of based aircraft hangar spaces:	34	Yes
		25% of transient aircraft fleet:	1	Number of transient aircraft hangar spaces:	2	
Dedicated Maintenance/SRE Storage Building	Yes	Yes				Yes
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	No				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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