



Informational Handout:

Meadow Lake Airport, Colorado Springs, Colorado

RNAV (GPS) RWY 15 (New)

RNAV (GPS) RWY 33 (New)

FALCON ONE DEPARTURE (RNAV) (OBSTACLE) (New)

Project Background

The Federal Aviation Administration (FAA) is proposing two new instrument approach procedures (IAP) and one new departure procedure at Meadow Lake Airport (KFLY), Colorado Springs, Colorado. The proposed new procedures are: Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 15, RNAV (GPS) RWY 33, and FALCON ONE DEPARTURE (RNAV) (OBSTACLE).

Purpose of Changes

The purpose of the new procedures is to convert KFLY from a visual flight rules (VFR) airport to an instrument flight rules (IFR) airport.

Project Description

RNAV (GPS) RWY 15

Aircraft would join the proposed procedure from one of three directions:

- From the east-southeast: Aircraft would join the procedure at ADANE waypoint (WP) at or above (AOA) 9,800 feet (ft) mean sea level (MSL) and proceed 15.2 nautical miles (NM) northwest to WP200* (* indicates fix to be named later) initial approach fix (IAF)/intermediate fix (IF) AOA 9,200 ft MSL.
- From the northeast: Aircraft would join the proposed procedure at LUFSE IAF AOA 10,500 ft MSL and proceed southwest 13.31 NM to WP200* IAF/IF.
- From the north: Aircraft would join the proposed procedure at WP200* IAF/IF AOA 9,200 ft MSL, thence...
- ...from WP200* IAF/IF aircraft would continue south 5.63 NM to PFAF2* precise final approach fix (PFAF) AOA 8,600 ft MSL. After PFAF2* aircraft would proceed south 1.56 NM to WP304* step down fix (SDF) AOA 8,020 ft MSL, aircraft would continue south for 0.81 NM to WP314* SDF AOA 7,720 ft MSL. After WP314* SDF, aircraft would continue south 1.11 NM to the missed approach point (MAP), and either land on RWY 15 or execute a missed approach.

RNAV (GPS) RWY 33

Aircraft would join the proposed procedure from one of two directions:

- From the east-northeast: Aircraft would join the proposed procedure at ADANE WP AOA 9,000 ft MSL, and proceed 9.94 NM southwest to WP52* IAF/IF AOA 9,000 ft MSL.
- From the south: Aircraft would join the proposed procedure at DRAKE IAF AOA 9,000 ft MSL, and proceed 10.18 NM northwest to WP52* IAF/IF AOA 9,000 ft MSL, thence...
- ...from WP52* IAF/IF, aircraft would continue 6 NM northwest to PFAF* AOA 8,400 ft MSL, aircraft would then continue 4.94 NM northwest to the MAP, and either land on RWY 33 or execute a missed approach.

FALCON ONE DEPARTURE (RNAV) (OBSTACLE)

The departure would require a minimum climb gradient of 200 ft per NM.

- Aircraft would depart RWY 15 and climb direct to DRAKE WP.

- Aircraft would depart RWY 33 utilizing a climbing right turn direct to DRAKE WP.

What will Change

The new procedures would provide IFR access to and from KFLY during inclement weather allowing greater access to KFLY which would benefit medivac operations. The new approach procedures are depicted below and on the following page.

Next Steps

Please refer to the Instrument Flight Procedures (IFP) Information Gateway to receive the most up-to-date publication date information at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/.



