



U.S. Department
of Transportation
**Federal Aviation
Administration**

Denver Airports District Office
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April 30, 2018

Kari Parsons
Planner II
Planning and Community Development
El Paso County
2880 International Circle, Suite 110
Colorado Springs, CO 80910

RE: Meadowlake Ranch Development, File # SKP184

Dear Ms. Parsons,

Thank you for the opportunity to review the revised application for the Meadowlake Ranch Development (File #SKP184). The FAA appreciates the effort made by the developer and county to explore alternative uses of this land. In particular, we support the removal of proposed residences in approach and departure areas for Runway 15. While industrial uses of approach and departure areas is compatible with the airport operations, we also recommend the county keep those areas with a known history of aircraft crashes and emergency landings free of structures or any use that would result in the congregation of persons.

While proposed residential development is no longer proposed in approach and departure surfaces for Runway 15, residential is still proposed in close proximity to the runway environment and residents will be subject to aircraft overflight. For reasons discussed in our Oct. 2018 letter to El Paso County concerning the subject development, FAA considers residential development adjacent an airport to be a non-compatible land use (see FAA Order 5190.6B, Airport Compliance Manual, Chapter 20, Compatible Land Use and Airspace Protection).

The close proximity of the proposed residential development to Runway 15 could be distressing to residents, as they would be subjected to considerable "single-event" noise impacts from aircraft overflights and there could be visual (perceptual) impacts from aircraft operating into and out of the airport. Accordingly, we strongly recommend an aviation easement to be included as a plat note on the development plan of any residential development, as well as a disclosure statement to properly disclose the airport to all residents within the proposed development.

As a reminder, there is no guarantee that noise levels at the proposed development will remain the same. The proposed development is so close to Meadow Lake Airport that any change to aircraft operations, and the type of aircraft that use the airport, could readily increase the amount of aircraft noise and overflight over the proposed development. FAA would not support any Federal assistance to mitigate aircraft noise or incompatible land uses associated with this proposed development, including soundproofing, the acquisition of houses and relocation of residents. Per FAA policy, remedial noise mitigation measures for new non-compatible development constructed after October 1, 1998 are not eligible for Federal funding.

In addition, please remind the project applicant of the requirement to request an FAA airspace review prior to construction. In accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, and Colorado state law, the proponent of construction must request an airspace analysis of the proposed developed to determine potential aeronautical hazards in advance of construction to prevent or minimize the adverse impacts to the safe and efficient use of navigable airspace. In particular, multi-storied buildings must be analyzed to determine if they need to be lowered and/or lighted with obstruction lights.

FAA reviews construction proposals through the submittal of FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. If any portion of the proposal is located within 20,000 feet of a public use runway (and breaks a 100:1 plane coming off the nearest point of the nearest runway); or, is more than 200 feet above ground level at any location, the FAA requires the project's proponent to file a Form 7460-1. This includes temporary cranes used during construction. If the proposal does not meet any of the criteria above, it may still be necessary to file a Form 7460-1 if the structure requires an FCC license or there is a potential for navigational equipment interference. Information provided on Form 7460 must include top elevations and latitude/longitude coordinates of proposed buildings and structures. Plot sketches without this information will not be evaluated. FAA Form 7460-1 can be filed electronically at www.oiaa.faa.gov.

Please note a FAA determination of no hazard to air navigation does not release the Meadow Lake Airport Association or El Paso County from obligations under Federal grant assurances and state law to ensure compatible land use and public safety near the Meadow Lake Airport.

Finally, the project's Letter of Intent makes multiple references to the fact the Meadow Lake Airport is a private airport. To clarify, the Meadow Lake Airport is privately-owned but it is a public use airport that receives Federal airport development funds and is in the National Plan of Integrated Airport Systems. As such, the Meadow Lake Airport Association, as the airport sponsor, is required by Federal law to maintain the airport to FAA safety standards and to make the airport available for public use 24/7.

If you have questions regarding the above comments, please contact me at (303) 342-1264 or at linda.bruce@faa.gov.

Sincerely,



Linda Bruce
Colorado State Planner