

Meadow Lake Airport

13625 Judge Orr Road, Meadow Lake Airport (KFLY), Peyton, CO 80831-6051

Date: June 30, 2026

To: El Paso County Planning and Community Development Services Department
Project Managers: Lacey Dean, Kylie Bagley

Subj: **Judge Orr Road Commercial Park Rezone (CS)** File: CS251
Judge Orr Road Commercial Park Preliminary Plan File: SP264

Ref: (a) Avigation Easement: Recording 659853, Book 2285, Page 310
(b) Clear Zone Avigation Easement: Recording 01970572, Book 5780, Pg 1348
(c) El Paso County Planning Commission Resolution No. MP-90-2
(d) Notice of Intent to Purchase Real Property dated June 9, 2026

Meadow Lake Airport Association (MLAA) does not object to the proposed rezone of the property from PUD to CS. Both zonings are considered to be compatible land use adjacent to the airport under current FAA guidelines. This concurrence is provided with the understanding that development of the entire property is subject to height restrictions per FAR Part 77 and underlying activities must NOT emit anything into the atmosphere that present a hazard to flight operations. This property and neighboring properties are covered by the "Avigation Easement" filed in 1969 [Reference (a)].

Meadow Lake Airport was designated by the FAA as a General Aviation Reliever airport in 1989. A "Clear Zone Easement" was obtained from property owners at the north end of Runway 15-33 in accordance with FAA airport design standards. [Enclosure (1)]

El Paso County approved and adopted FAR Part 77 protections for the airspace around Meadow Lake in 1990 and encouraged Meadow Lake to acquire the "Clear Zone" property. [Enclosure (2)]

MLAA is in the process of acquiring the western 6.74 acres of the parcel under review. This purchase includes 4.62 acres of the "Runway Protection Zone" (RPZ – formerly the Clear Zone) of the airport's primary runway (15-33) and an additional 2.12 acres that the RPZ would restrict access to. Bolton & Menk, Inc. are under contract to perform the required environmental, survey, and appraisal reports (subcontractor is Parcel2Permit Consulting) [Enclosure (3)]. Application to the FAA for an Airport Improvement Program (AIP) grant is in progress. A Colorado Discretionary Aviation Grant for matching funds has already been approved by the Colorado Aeronautics Board.

The Preliminary Plan does not appear to consider the active progress of Meadow Lake's intent to purchase the Runway Protection Zone between Judge Orr Road and US Route 24. Specifically, Lots 1, 2 & 8 do not appear to correspond with the surveyed boundaries of the parcel Meadow Lake is committed to purchase. [Enclosure (4)]

Our intent is to leave the RPZ parcel undeveloped.

Respectfully,



David Elliott

Jeff Hundley

KFLY Airport Manager
cell: (719) 339-0928
email: falcon20flier@msn.com

President, MLAA Board of Directors
(303) 263-3600
jeff@pumptechnologies.com

Copy: Justin Walker, MLAA Attorney
Jake Hoban, Bolton & Menk, Inc.
Courtney Wallace, Parcel2Permit Consulting, LLC
Todd Green, Colorado Division of Aeronautics
Kevin Kieth, FAA Denver ADO

Encl: (1) Clear Zone Avigation Easement (1990)
(2) El Paso County Planning Commission Resolution No. MP-90-2
(3) Parcel2Permit Notice of Intent to Purchase Real Property dated June 9, 2026
(4) Applicant's Preliminary Plan (PLP 1.0) with MLAA proposed purchase

01970572

90 OCT 11 PM 3: 14

ARDIS W. SCHMITT
EL PASO COUNTY CLERK & RECORDER

BOOK 5780 PAGE 1348
30⁰⁰

CLEAR ZONE AVIGATION EASEMENT

THIS INDENTURE made this 3rd day of September 1990, between Randy M. Pech and Valery J. Pech, hereinafter referred to as the "Grantors," and the Meadow Lake Airport Association, a Colorado not for profit corporation, hereinafter referred to as the "Grantee."

The Grantors, for and in consideration of One Dollar (\$1.00) and other good and valuable consideration paid by the Grantee to the Grantors, the receipt and sufficiency of which are hereby acknowledged, do hereby grant unto the Grantee, its successors and assigns a perpetual and assignable easement over that certain parcel of land which the Grantors own in fee simple lying within the approach area as hereinafter described of Runway 15 of the Meadow Lake Airport, situate in the County of El Paso, State of Colorado, described on Exhibit A attached hereto.

The Grantors agree that they, their heirs, successors and assigns shall not hereafter erect or permit the erection of any structure or growth of any tree or other object within the parcel lying within the said Runway 15 clear zone approach area to a height above the clear zone approach surface hereinafter described. The runway clear zone approach area is delineated on Exhibit B. Upon the recording of this Clear Zone Avigation Easement, any prior clear zone avigation easement across Grantors' real property for Runway 15 shall be replaced by this Clear Zone Avigation Easement.

The Grantors further agree that the easement and rights hereby granted to the Grantee and over that portion of the parcel which lies within the said Runway 15 clear zone approach area for the purpose of ensuring that the said Runway 15 clear zone approach area shall remain clear and free of any structure, tree or other object which is or would constitute an obstruction or hazard to the flight of aircraft in landing or take off from the said Meadow Lake Airport; that these rights shall include, but not be limited to, the following:

BOOK PAGE
5700 1349

1. For the use and benefit of the public the right of flight for the passage of aircraft in the airspace above the Runway 15 clear zone approach surface hereinafter described, together with the right to cause in said airspace such noise and such incidence of flight as may be inherent in the operation of aircraft, now known or hereafter used for navigation or of flight in air, using said airspace taking off from, landing at or operating on Meadow Lake Airport.

2. The continuing and perpetual right to reasonably trim trees, bushes, shrubs or any other perennial growth or undergrowth extending into or which in the future could extend into or above the clear zone approach surface hereinafter described.

3. The right to remove, raise or destroy those portions of buildings, other structures and land extending into said Runway 15 approach surface, together with the right to prohibit the future erection of buildings or other structures which would extend into said surface.

4. The right to mark and light as obstructions to air navigation any and all structures, trees or other objects that may at any time project or extend above said surface.

5. The right of ingress to and egress from and passage over the land of the Grantors within the Runway 15 clear zone approach area hereinafter described for the above purposes.

The Runway 15 clear zone approach surface is a trapezoidal plane with a slope of 20 to one (one foot of elevation for each 20 feet of horizontal distance) located directly above the runway clear zone approach area hereinabove described, which inclined plane has an elevation of 6,874 feet mean sea level at its inner and lower edge 200 feet north of the displaced threshold on the approach end of Runway 15. The clear zone area diagram is attached as Exhibit C.

TO HAVE AND TO HOLD said easement and all rights appertaining thereto unto the Grantee, its successors and assigns until said Meadow Lake Airport shall be abandoned and shall cease to be used for public airport purposes.

BOOK PAID
5780 1350

IT IS UNDERSTOOD AND AGREED that these covenants and agreements shall run with the land and shall be binding upon the heirs, administrators, executors, successors and assigns of the Grantors and that for the purpose of this instrument that portion of the parcel which lies within the Runway 13 clear zone approach area shall be the servient tenement and said Meadow Lake Airport shall be the dominant tenement.

IN WITNESS WHEREOF, the Grantors have hereunto set their hands and seals this 7th day of SEPTEMBER, 1990.

GRANTORS:

Randy M. Pech
Randy M. Pech

Valery J. Pech
Valery J. Pech

STATE OF COLORADO)
) ss.
COUNTY OF EL PASO)

The foregoing instrument was acknowledged before me this 7th day of September, 1990, by Randy M. Pech and Valery J. Pech.

My commission expires: 7/21/91



Mary Lee Allen
Notary Public

BOOK PAGE
5780 1351

DEEDIT A

LEGAL DESCRIPTION:

THAT PORTION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 12 SOUTH, RANGE 54 WEST OF THE SIXTH P.M., EL PASO COUNTY COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

(ALL BEARINGS AS REFERRED TO HEREIN ARE RELATIVE TO THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 32 AS MONUMENTED BY A NUMBER 5 REBAR AT THE SOUTHEAST AND THE SOUTHWEST CORNERS OF SAID QUARTER SECTION)

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER SECTION;

THENCE N-00°00'10"-W, 30.00 FEET ALONG THE EAST LINE OF SAID QUARTER SECTION TO THE NORTHERLY RIGHT-OF-WAY LINE OF JUDGE ORR ROAD;

THENCE N-89°29'30"-W, 852.19 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING;

THENCE CONTINUING N-89°29'30"-W, 678.88 FEET ALONG SAID RIGHT-OF-WAY LINE;

THENCE N-28°07'41"-W, 250.88 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 24;

THENCE N-44°59'12"-E, 412.07 FEET ALONG SAID RIGHT-OF-WAY LINE;

THENCE N-70°24'10"-E, 401.28 FEET;

THENCE S-11°04'00"-E, 665.69 FEET TO THE POINT OF BEGINNING;

EXHIBIT B

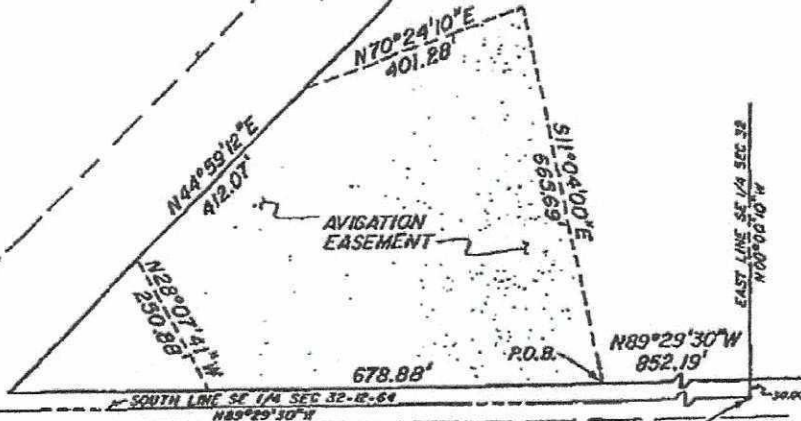
BK PAGE
5780 1352

SCALE: 1" = 200'



U.S. HIGHWAY 24

PT. S 1/2, SE 1/4
SEC 32-12-64



AVIGATION
EASEMENT

P.O.B.

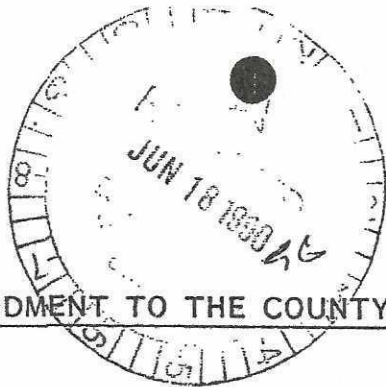
EAST LINE SE 1/4 SEC 32
N00°00'10\"/>

NO. 5 REBAR
S4 COR
SE 1/4 SEC 32

P.O.C.
NO. 5 REBAR
@ S.E. COR
SE 1/4
SEC 32

BLOCK 6B
VACATION AND REFINING
MEADOWLAKE ESTATES
FIL NO. 1
PLAT BK 1-2, PG 91

MEADOWLAKE AIRPORT
FIL NO. 1
PLAT BK 0-2, PG 62



Approved
El Paso County
Planning Commission

17th day of April 1990

AMENDMENT TO THE COUNTY PLAN (Approved)

Chairman

Commissioner Grogger moved that the following Resolution be adopted
Secretary

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

RESOLUTION NO. MP-90-2

WHEREAS, the Meadow Lake Airport Association requests approval of and amendment to the County Master Plan, said amendment consisting of the FAR (Federal Aviation Regulations) Part 77 height surfaces, which would extend, at their widest point, approximately two (2) miles from the Airport's runways, within the designated areas of the unincorporated area of El Paso County; and

WHEREAS, a public hearing was held by this Commission on April 17, 1990; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan for the unincorporated area of the county, comments of the El Paso County Planning Department, comments of public officials and agencies, and comments from all interested parties, this Commission finds as follows:

1. That proper publication and public notice was provided as required by law for the hearing of the Planning Commission.
2. That the hearing before the Planning Commission was extensive and complete, that all pertinent facts, matters and issues were submitted and that all interested parties were heard at that meeting.
3. That all data, surveys, analyses, studies, plans, and designs as are required by the State of Colorado and El Paso County have been submitted, reviewed, and found to meet all sound planning and engineering requirements of the El Paso County Subdivision Regulations.
4. That the proposal shall amend the Master Plan for El Paso County.
5. That for the above-stated and other reasons, the proposal is in the best interests of the health, safety, morals, convenience, order, prosperity and welfare of the citizens of El Paso County.

WHEREAS, Section 30-28-108 C.R.S. provides that a county planning commission may adopt, amend, extend, or add to the County Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Master Plan for El Paso County be amended, said amendment consisting of the FAR (Federal Aviation Regulations) Part 77 height surfaces, which would extend, at their widest point, approximately two (2) miles from the runways of Meadow Lake Airport for the following described unincorporated area of El Paso County:

Part or all of Sections 27, 28, 29, 30, 31, 32, 33, 34, 35, Township 12 S, Range 64 W; and

Part or all of Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15, 16, 17, 18, Township 13 S, R 64 W, El Paso County, Colorado.

BE IT FURTHER RESOLVED that the following notations shall be placed upon this approval:

NOTATIONS:

1. §30-28-109, C.R.S. requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities within the County.
2. The Airport Association consider acquisition of the wedge-shaped property located between Judge Orr Road and Highway 24 which is located within runway 15/33's north clear zone.

Commissioner Carlson seconded the adoption of the foregoing Resolution.

The roll having been called, the vote was as follows:

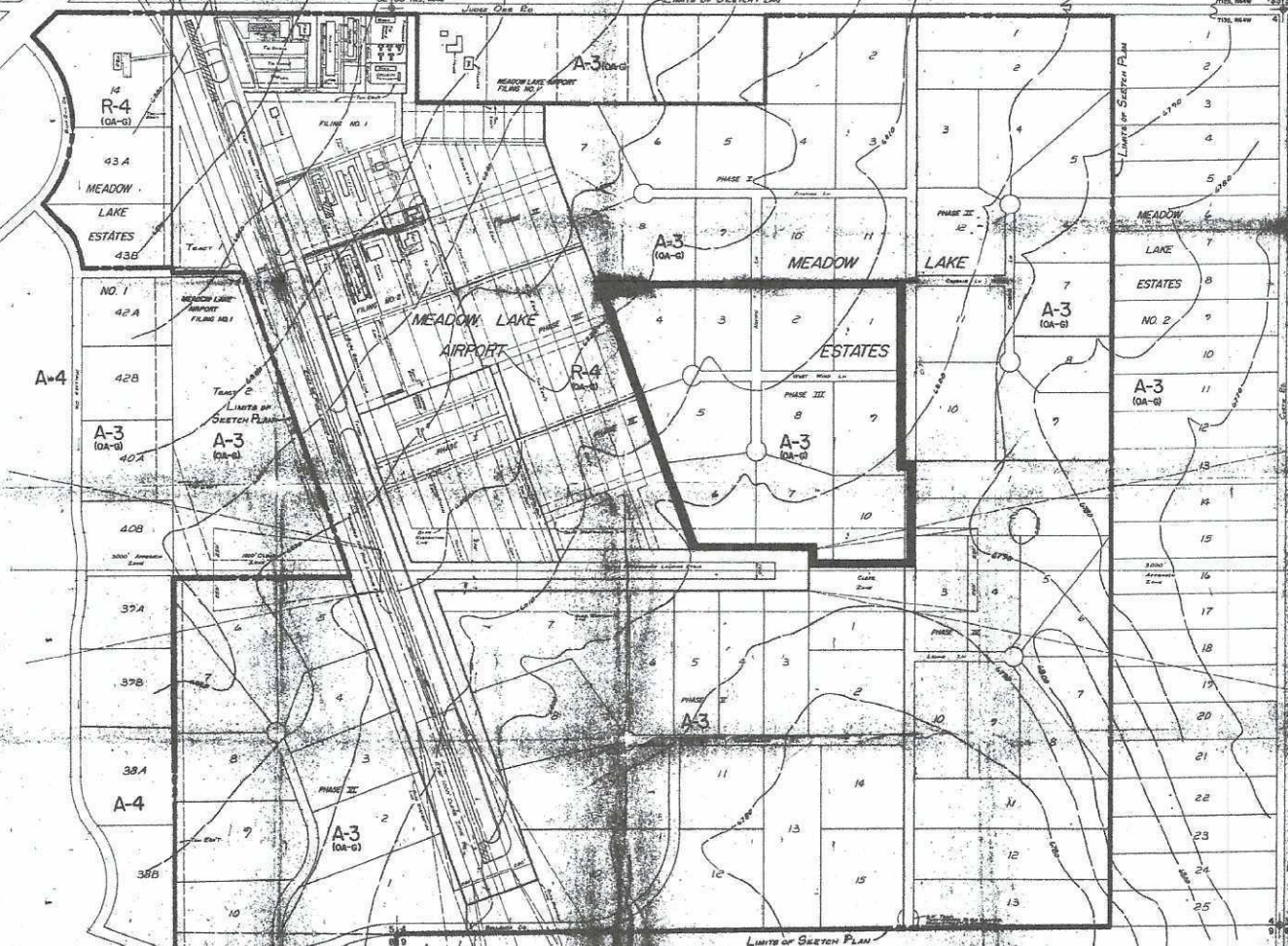
Commissioner Nutt	aye
Commissioner Ingersoll	aye
Commissioner Crogger	aye
Commissioner Pfallmer	aye
Commissioner Carlson	aye
Commissioner Routh	aye
Commissioner Steele	aye
Commissioner Lipskin	aye

The Resolution was adopted by a unanimous vote of 8 to 0 by the Planning Commission of the County of El Paso, State of Colorado.

NOTE: Prior to this item being heard, Mr. Conover asked to be excused.

DATED: April 17, 1990.

UNZONED



DATA

Meadow Lake Airport:
 Division of The County Facilities
 Building 1
 Meadow Lake Estates:
 Building Lots 10, 20, 30, 40, 50
 Building Plans 10, 20, 30, 40, 50
 Total Assessed Value: 710 AL

1000' Assessed Area
 24 AL
 495 AL
 710 AL

*Meadow Lake Airport
 Detail Sheet*

1"=200' for: meadow lake airport development corp.
 P.O. box 75
 colorado springs, colorado 80901

colorado springs, colorado 80907

NOTE: SEE SHEET FOR PROPERTY BOUNDARIES

1. THE PROPERTY SHOWN ON THIS PLAN IS THE PROPERTY OF THE MEADOW LAKE AIRPORT DEVELOPMENT CORPORATION, A CORPORATION OF COLORADO, AND IS SUBJECT TO THE DEVELOPMENT PLAN FOR THE MEADOW LAKE AIRPORT, COLORADO, AS APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF COLORADO COUNTY, COLORADO, ON MAY 1, 1968.

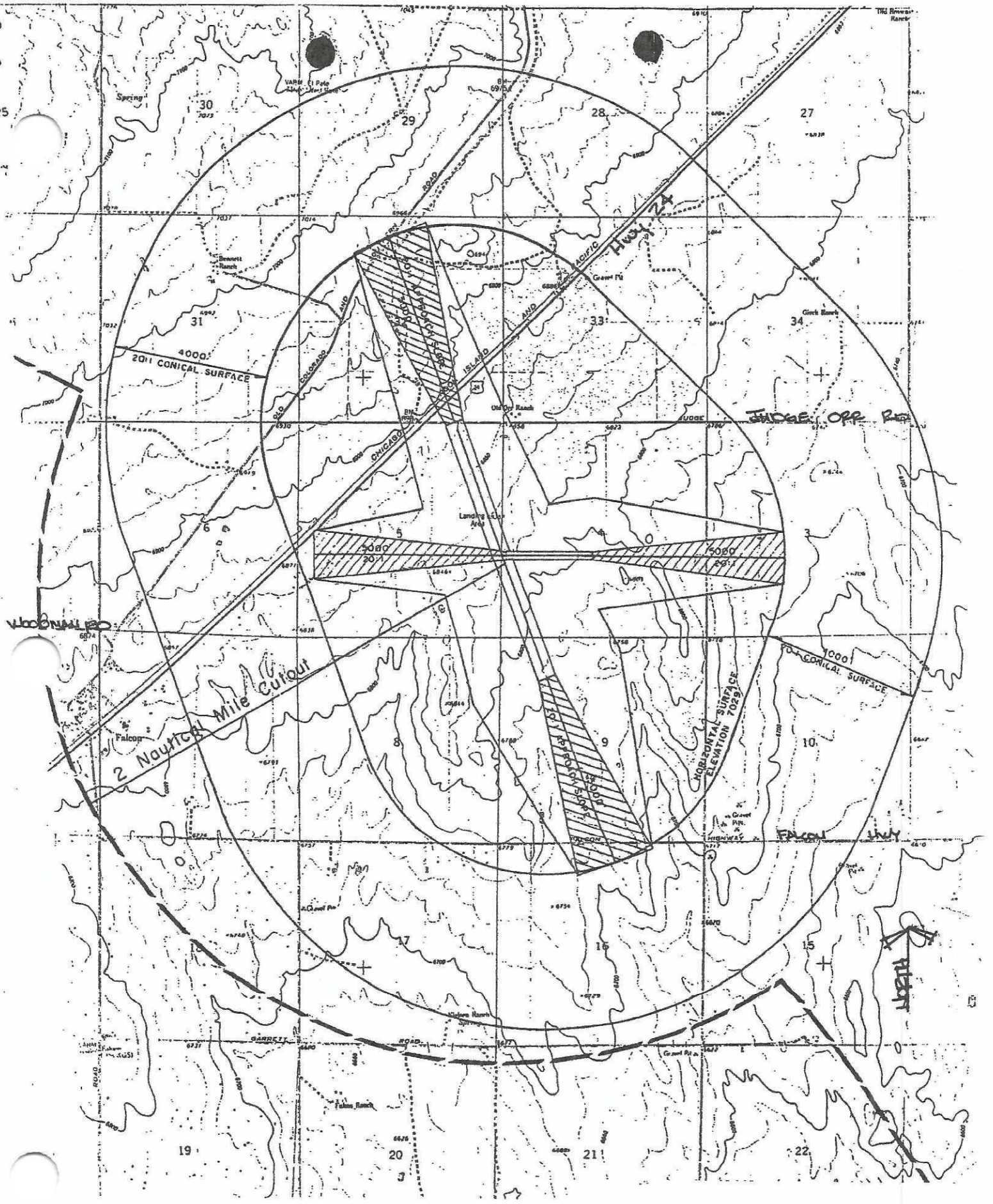
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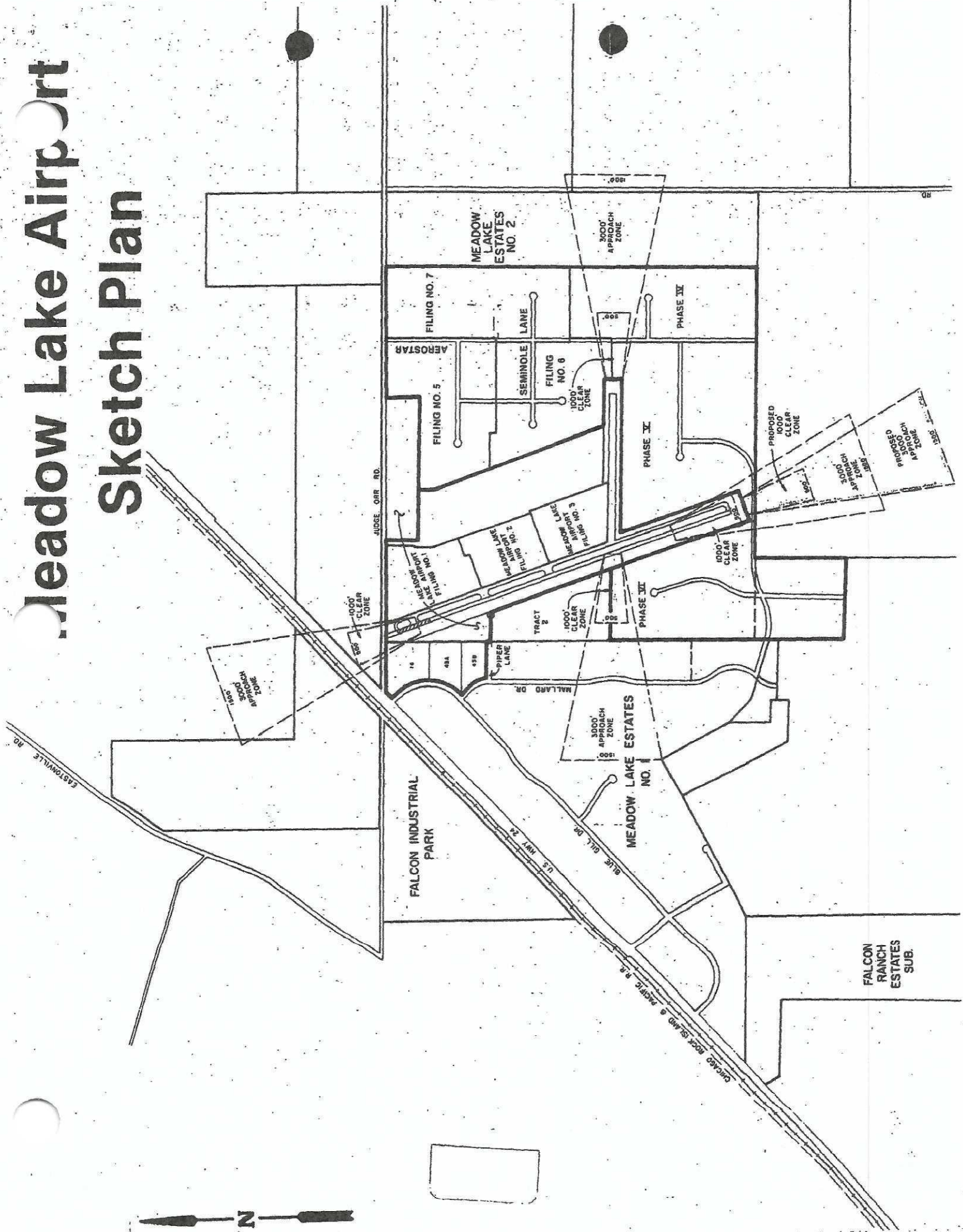
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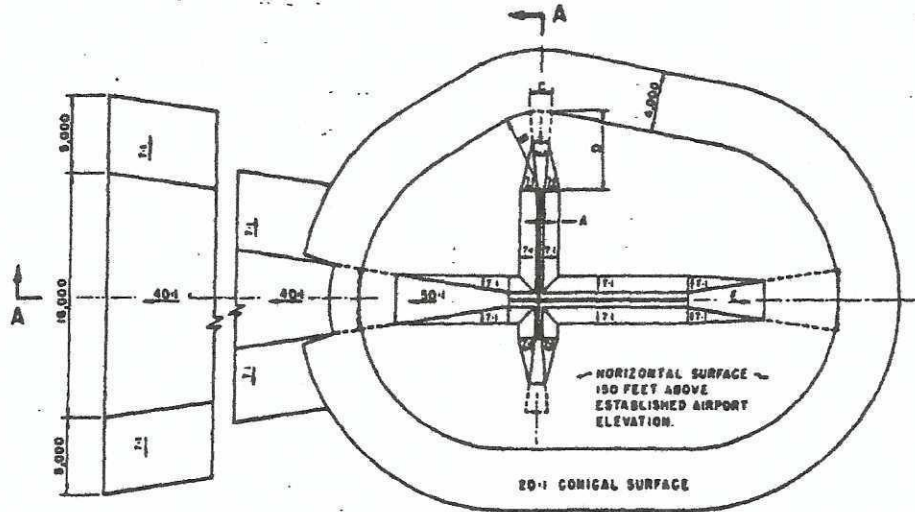
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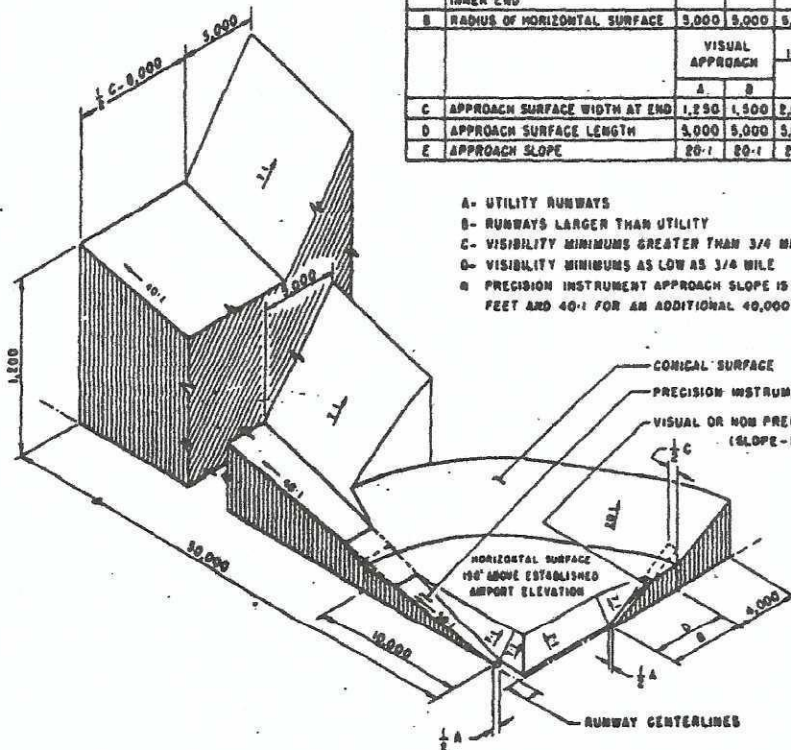
- FAR PART 77 SURFACES
MEADOW LAKE AIRPORT

Meadow Lake Airport Sketch Plan





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	3,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	10,000
D	APPROACH SURFACE LENGTH	3,000	5,000	5,000	10,000	10,000	0
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	A



- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- E- PRECISION INSTRUMENT APPROACH SLOPE IS 30:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

§ 77.25 CIVIL AIRPORT IMAGINARY SURFACES

9. MP-90-2

MEADOW LAKE AIRPORT
FAR PART 77 SURFACES

A request by the Meadow Lake Airport Association for an amendment to the County Master Plan, noting the FAR (Federal Aviation Regulations) Part 77 height surfaces. The surfaces would extend, at their widest point, approximately 2 miles from the Airport's runways.

APPLICABLE RESOLUTIONS

Approval Page 31
Disapproval Page 32

BACKGROUND: Meadow Lake Airport has recently been designated as a "reliever" airport and has completed a Master Plan in an attempt to secure F.A.A. funding for improvements. Improvements are being proposed to be constructed within two phases. Phase I would consist of lengthening the runway from the existing 4,160 feet to 5,020 feet, and increasing the runway width from 30 feet to 60 feet. Phase II would consist of lengthening the runway to 6,000 feet. A third phase was initially considered to extend the runway to 8,500 feet however this is no longer a likely alternative.

PROPOSED ACTION: The proposed action contemplated would consist of adoption of the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces as an amendment (inclusion) to the County's Master Plan. This action is desired by F.A.A. The F.A.A. also views the County as a third party involved in the control of incompatibilities with the airport, since the County has land use control over the unincorporated areas. In addition, C.R.S. 28-6-113(2) notes that the County "shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 C.F.R. Part 77."

Once the Master Plan element is adopted, the Part 77 surfaces can be implemented through application of the OA-G overly district (as may be amended). The Part 77 criteria deal only with heights, thus any subsequent regulations should address the height element.

SURFACE: The Part 77 surfaces consist of different slopes that affect airports. The following surfaces, further defined in an attachment provided as a component to these Comments, are as follows:

Approach Slope
Transitional Slope
Horizontal Surface
Conical Surface
Primary Surface
Clear Zone

ENCROACHMENTS: Several encroachments currently exist in relation to the Part 77 surfaces. While the proposed action will not affect the existing encroachments, they are noted and are as follows:

- 1) Trees and power poles to the north and northwest which would affect the 20:1 approach surface;
- 2) The 20:1 approach surface does not maintain a minimum 15 foot vertical clearance over Judge Orr Road (current clearance is approximately five feet). (Upon completion of runway improvements the north end of the runway will be moved 480 feet south to accommodate the 15-foot clearance.)
- 3) The 7:1 slope of the primary surface contains 11 structures, primarily hangars which encroach into this surface. (These are located to the east and west of the main runway except for one encroachment north of the cross-wind runway.)

NOISE: Based on information submitted, the 65 Ldn noise contour is contained within the airport boundary except for the north end of the runway where the noise contour extends to the north end of Judge Orr Road. No off-site properties are impacted by the 65 Ldn contours.

OTHER: Part of the proposed funding for Meadow Lake would consist of land acquisition to the southeast to accommodate the runway expansion. If funding is secured the entire runway will be moved 480 feet south so that a 15-foot vertical clearance can be maintained over Judge Orr Road. Judge Orr Road, based on the County's adopted transportation corridors map, is also proposed to be realigned and may be eliminated at its present location north of the runway.

In most instances the existing zoning height regulations (i.e. A-4 (Agricultural) District) are more restrictive than the height limits of the Part 77 surfaces. Two primary exceptions exist however. One would be vacant land adjacent to existing hangars which currently encroach into the primary surface (off the sides of the runways). The second area would be to the north of the runway. The area at the north end of the runway, sandwiched between Judge Orr Road and Highway 24, is also located within the 1,000 foot runway clear zone. This parcel is not presently proposed for acquisition by the Airport; however, the Airport Association has noted that an avigation easement has been granted which would affect said property.

Staff would strongly recommend that Meadow Lake Airport, as part of their acquisition activities, acquire the wedge-shape property sandwiched between Judge Orr Road and Highway 24 which is located within the runway clear zone.

The surfaces as noted reflect the existing surfaces off the north end of the existing runway and incorporate those new surfaces which would be necessitated by the improvements proposed.

THE PLANNING DEPARTMENT recommends approval of the FAR Part 77 Surfaces as they affect the Meadow Lake Airport, subject to the following notations:

NOTATION:

1. §30-28-109, C.R.S. requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities within the County.
2. The Airport Association consider acquisition of the wedge-shaped property located between Judge Orr Road and Highway 24 which is located within runway 15/33's north clear zone.

ENCLOSURES:

Letter from Meadow Lake Airport Association d. 1/18/90
Letter from Department of Military Affairs d. 1/15/90
FAR Part 77 Surfaces
Meadow Lake Airport Sketch Plan
FAR Part 77 Surface Definitions
FAR Part 77 Surface Isometric Views

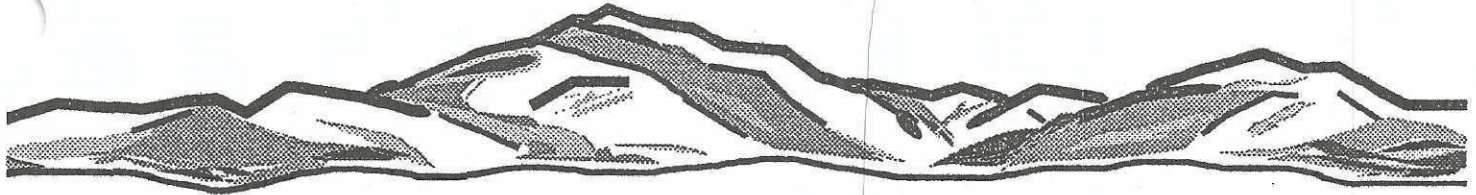
Prepared by:
Rick O'Connor
4/10/90

-147-

JOHN D. FISHER
Director

KENNETH G. ROWBERG
Assistant Director

El Paso County Planning Department



June 20, 1990

City of Colorado Springs
Planning Commission
P. O. Box 1575
Colorado Springs, Colorado 80901

Transmitted herewith is a copy of an amendment to the El Paso County Master Plan, consisting of the F.A.R. (Federal Aviation Regulations) Part 77 height surfaces, which would extend, at their widest point, approximately two miles from the Meadow Lake Airport's runways, and related documents.

In order for our office to verify your receipt, please sign both copies of the Receipt and return one of them to our office. You may retain the other as a cover letter for the attachments.

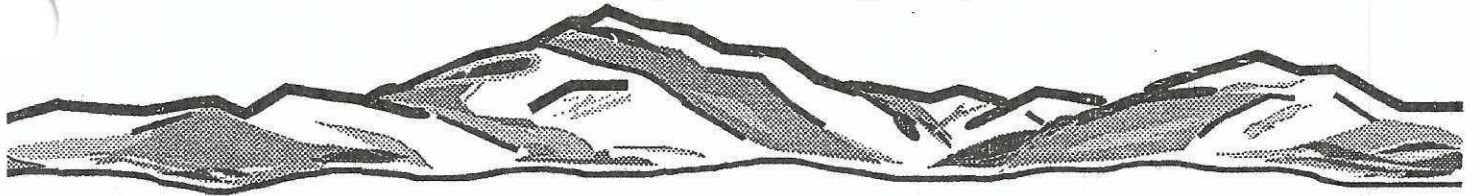
If you have any questions, please feel free to call our office at 520-6300.

Sincerely,

Rick O'Connor
Principal Planner

Enclosures

El Paso County Planning Department



April 27, 1990

Gene Kear, President
Meadow Lake Airport Association
P. O. Box 9062
Colorado Springs, Colorado 80932

RE: Amendment to County Master Plan - Meadow Lake Airport - FAR Part 77
Surfaces (MP-90-2)

Dear Mr. Kear:

This is to inform you that the above-referenced request by the Meadow Lake Airport Association for an amendment to the County Master Plan, noting the FAR (Federal Aviation Regulations) Part 77 height surfaces was heard and approved by the El Paso County Planning Commission on April 17, 1990.. The surfaces would extend, at their widest point, approximately 2 miles from the Airport's runways.

The following notations were placed upon this approval:

NOTATIONS:

1. 530-28-109, C.R.S. requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities within the County.
2. The Airport Association consider acquisition of the wedge-shaped property located between Judge Orr Road and Highway 24 which is located within runway 15/33's north clear zone.

Gene Kear, President
Meadow Lake Airport Association
April 27, 1990
Page 2

Should you have any questions or if I can be of further assistance, please contact me at 520-6300.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick O'Connor", with a long horizontal line extending to the right.

Rick O'Connor
Principal Planner

cc: Bill B. Chandler
Electro-Mech Company
707 Hathaway Drive
Colorado Springs, Colorado 80915

Dave Watt
Department of Public Works

C. O'Driscoll

File: MP-90-2

STATE OF COLORADO

DEPARTMENT OF MILITARY AFFAIRS

300 Logan Street
Denver, Colorado 80203-4072
Phone (303) 777-8669
Autovon 877-1833



January 15, 1990

Roy Romer
Governor

Maj. Gen. John L. France
The Adjutant General

LTC Edward L. Arcuri III
Deputy Adjutant General

Mr. Bill B. Chandler, Chairman
Electro-Mech Company
707 Hathaway Drive
Colorado Springs, CO 80915

Dear Mr. Chandler:

As requested, I have reviewed the state statutes associated with the creation of the Division of Aviation and the duties/powers of the Colorado Aeronautical Board relating specifically to the control of land uses around commercial service airports, public airports and reliever airports.

With the recent designation of the Meadow Lake Airport as a "reliever airport" by the Federal Aviation Administration, the airport now falls under the statutory protection of C.R.S. 28-6-113 and C.R.S. 24-65.1. These statutes deal with safe operating areas around airports and items considered by the legislature to be matters of state interest, respectively.

As a result of these statutes, the governmental entity responsible for land use within the immediate vicinity of the Meadow Lake Airport shall take action to protect the airport's navigable airspace from hazards. Because El Paso County has zoning and building permit authority in these areas, according to C.R.S. 28-6-113 (2), the county "shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 C.F.R. - Part 77".

In the event a structure within the FAR Part 77 surfaces is deemed hazardous by the Federal Aviation Administration, the Colorado Aeronautical Board has the power to acquire by gift, transfer, devise, or eminent domain such land (or structure) which, in the opinion of the board, poses or may pose a potential hazard to navigable airspace (C.R.S. 28-6-106).

To assist local governments with land use planning in the vicinity of any public airport, the Division, at the request of the board, shall consult with local governments so that decisions relating to local land use planning may be made in a manner which do not interfere with the state aviation systems plan, a regional systems plan or the provisions of Article 65.1 of Title 24, C.R.S. relating to areas and activities of state interest (C.R.S. 28-6-106 (2)).



When the governing entity (El Paso County) adopts the FAR Part 77 surfaces as an overlay zone to the existing zoning code, certain requirements pertaining to notice of construction in the vicinity of the Meadow Lake Airport are required. These are spelled out in FAA Form 7460-1: Notice of Proposed Construction or Alteration. A copy of this notice is enclosed for your reference.

I encourage you to contact the El Paso County Land Use Planning Department at your earliest convenience to discuss this matter in detail. If the Division of Aviation can provide any further assistance to either the Meadow Lake Airport or El Paso County, please contact me.

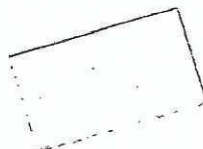
Sincerely,



Dennis E. Roberts
Director, Division of Aviation

enclosure

cc: Cathy Hoscheit
PPACG - Aviation Planning
Nance Earley
FAA-Denver Airports District Office



Meadow Lake Airport Association

P. O. Box 9062 Colorado Springs Colorado 80932

RECEIVED
By _____
JAN 26 1990
El Paso County
Planning Department

19 January 1990

Mr. John Fisher
El Paso County Planning Department
27 East Vermijo
Colorado Springs, CO 80903

RE: House Bill 1250

Dear John:

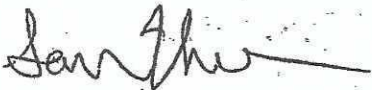
Please find enclosed a copy of House Bill 1250 concerning aviation in Colorado and a letter from the Director, Division of Aviation, State of Colorado.

The purpose of this letter is to draw your attention to Section 28-6-113, Safe operating areas around airport - establishment. The two paragraphs following this title state that the land areas defined in Title 14 C.F.R. part 77 are a matter of State interest and the Governmental entities with zoning and building permit authority shall adopt and enforce rules and regulations to protect the land areas defined in 14 C.F.R. Part 77.

Meadow Lake Airport has recently received the reliever designation by the Federal Aviation Administration and received funding for an Airport Layout Plan study. Part of the Airport Layout Plan was a representation of the F.A.R. Part 77 Surfaces (Ultimate) and a copy of this map was previously submitted to your office.

The Board of Directors of Meadow Lake Airport would like to schedule an informal meeting with you and your staff (and the Director of the Division of Aviation if possible) to explore both Meadow Lake's and your role in implementation of the law.

Yours truly,



Gene Kear, President
The Meadow Lake Airport Association

630-7239

635-2505 (GARY CONOVER)

(2) Fifteen feet for any other public roadway.

(3) Ten feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.

(4) Twenty-three feet for a railroad.

(5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

§ 77.25 Civil airport imaginary surfaces.

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end.

→ (a) Horizontal surface—a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways.

The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

→ (b) Conical surface—a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

→ (c) Primary surface—a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface,

the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of a primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having nonprecision instrument approaches.

(3) For other than utility runways the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for nonprecision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

→ (d) Approach surface—a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

(i) 1,250 feet for that end of a utility runway with only visual approaches;

(ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;

(iii) 2,000 feet for that end of a utility runway with a nonprecision instrument approach;

(iv) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;

(v) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all nonprecision instrument runways other than utility; and,

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

→ (e) **Transitional surface**—these surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

§ 77.27 [Revoked]

§ 77.28 Military airport imaginary surfaces.

(a) *Related to airport reference points.* These surfaces apply to all military airports. For the purposes of this section a military airport is any airport operated by an armed force of the United States.

(1) *Inner horizontal surface*—a plane is oval in shape at a height of 150 feet above the established airfield elevation. The plane

is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

(2) *Conical surface*—a surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

(3) *Outer horizontal surface*—a plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

(b) *Related to runways.* These surfaces apply to all military airports.

(1) *Primary surface*—a surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000-foot width may be reduced to the former criteria.

(2) *Clear zone surface*—a surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.

(3) *Approach clearance surface*—an inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 18,000 feet.

(4) *Transitional surfaces*—these surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the ap-



June 9, 2026

Phils Boys Falcon LLC
6547 N. Academy Blvd, PMB 69
Colorado Springs, CO 80918

NOTICE OF INTEREST TO PURCHASE REAL PROPERTY

Sent Priority Mail with Tracking

LOCATION: 13630 Judge Orr Rd
PARCELS: APN#420000249
FEE OWNER: Phils Boys Falcon LLC
INTEREST TO BE ACQUIRED: Parcel A, more specifically described in Exhibits A and B

Greetings Mr. Edward John McDonald of Phils Boys Falcon LLC,

The Meadow Lake Airport Association ("the Airport"), in coordination with its engineering and design partner Bolton & Menk, Inc, is working to acquire property interests associated with the Runway 15 Runway Protection Zone (RPZ), a portion of which extends onto your property.

Over the past year, the Airport has been advancing improvements to maintain safe and compliant operations. A key component of this effort is the acquisition of property within the RPZ, an area located beyond the end of a runway that the Federal Aviation Administration (FAA) has identified as critical for protecting people and property on the ground during aircraft operations. The FAA establishes the RPZ as a protected area where land use is intended to remain compatible with airport operations, limiting the potential for structures or areas where people may congregate and reducing the risk associated with aircraft incidents, which are most likely to occur in this area. As a result, development potential within this area is inherently limited, and acquisition provides a practical means of resolving these constraints.



The Runway 15 RPZ begins on airport property, crosses Judge Orr Road, and extends onto your property north of the roadway. The portion of the RPZ located on your property encompasses approximately 4.62 acres. Due to the configuration of the remaining land, an additional 2.12 acres has been identified for acquisition to avoid creating a remainder with limited access and diminished utility (see attached exhibit). In total, the project proposes to acquire approximately 6.74 acres. Parcel2Permit has been retained to assist both you and the Airport throughout the acquisition process, serving as a point of coordination to help facilitate timely communication and progress.

The airport is required to obtain an independent appraisal of the property proposed for acquisition, as described in the attached Exhibit A and depicted in Exhibit B, to establish fair market value and support a formal offer. It is our understanding that you have obtained your own appraisal, which may be shared for consideration alongside the Airport's appraisal as part of this process.

Ms. Valerie Bartell of Zephyr Realty Advisors has been engaged to complete the Airport's appraisal and may contact you with questions regarding the property. We would also welcome the opportunity to coordinate an on-site inspection at your convenience to support completion of the appraisal.

Enclosed for your review are the following materials:

- Legal Description and Exhibit of Parcel

We are committed to working cooperatively with you throughout this process and are available to answer any questions. To maintain the project schedule, we would appreciate the opportunity to coordinate the appraisal inspection in the near term and begin next steps toward a formal offer. Please contact me at your earliest convenience to discuss availability.

Courtney Wallace, SR/WA
Courtney Wallace, SR/WA

Parcel2Permit Consulting, LLC

970-732-9574

Courtney@parcel2permit.com

EXHIBIT "A"
DESCRIPTION PARCEL A

THAT PORTION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 32,
TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH PRINCIPAL MERIDIAN, EL PASO
COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 32;

THENCE N00°33'55"W A DISTANCE OF 30.00 FEET TO THE NORTH LINE OF JUDGE ORR
ROAD;

THENCE S89°56'45"W ON SAID NORTH LINE, A DISTANCE OF 1021.64 FEET TO THE POINT
OF BEGINNING;

THENCE S89°56'45"W CONTINUING ON SAID NORTH LINE, A DISTANCE OF 851.53 FEET
TO THE SOUTHEASTERLY LINE OF STATE HIGHWAY 24;

THE FOLLOWING (3) THREE COURSES ARE ON SAID SOUTHEASTERLY LINE;

- 1) THENCE N45°55'07"E A DISTANCE OF 78.10 FEET TO A POINT OF CURVE TO THE
LEFT;
- 2) THENCE ON THE ARC OF SAID CURVE, HAVING A RADIUS OF 5,800.00
FEET, A DELTA ANGLE OF 01°30'00", AN ARC LENGTH OF 151.84 FEET, WHOSE LONG
CHORD BEARS N45°10'27"E A DISTANCE OF 151.84 FEET;
- 3) THENCE N44°25'27"E A DISTANCE OF 731.67 FEET;

THENCE S14°24'56"E A DISTANCE OF 705.31 FEET TO THE POINT OF BEGINNING.

THE ABOVE TRACT OF LAND CONTAINS 289,313 SQUARE FEET OR 6.642 ACRES, MORE OR
LESS.

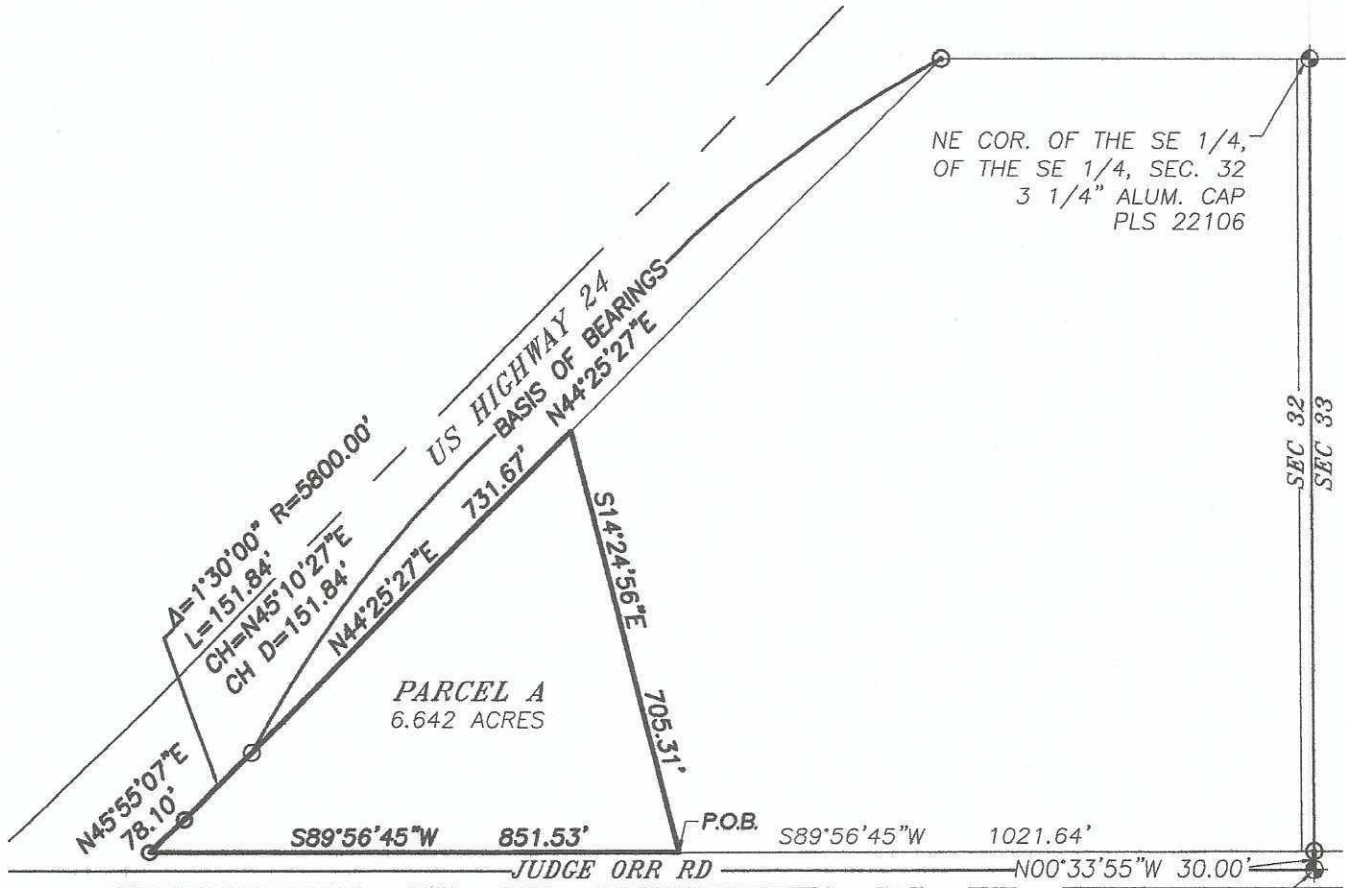
BEARINGS SHOWN HEREON ARE BASED ON THE SOUTHEASTERLY LINE OF HIGHWAY 24
AS MONUMENTED AND ASSUMED TO BEAR N44°25'27"E (MOUMENTS SHOWN AND
DESCRIBED ON EXHIBIT B ATTACHED HERETO)

The forgoing description has been prepared by or under my direct supervision.

James F. Lenz
Colorado PLS 34583
For and on behalf of
Ridgeline Land Surveying LLC.

LEGAL DESCRIPTION EXHIBIT "B"

LOCATED IN A PORTION OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4, SECTION 32,
TOWNSHIP 12 SOUTH, RANGE 64 WEST OF THE 6TH PRINCIPAL MERIDIAN, EL PASO
COUNTY, COLORADO.
SHEET 1 OF 1



1" = 300'

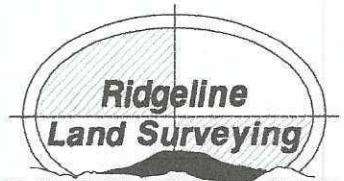


LEGEND

- ⊙ PIN AND YELLOW PLASTIC CAP MVE PLS 22106
- PIN AND 1.5" ALUMINUM CAP PLS 27605

DATE: 5/28/26

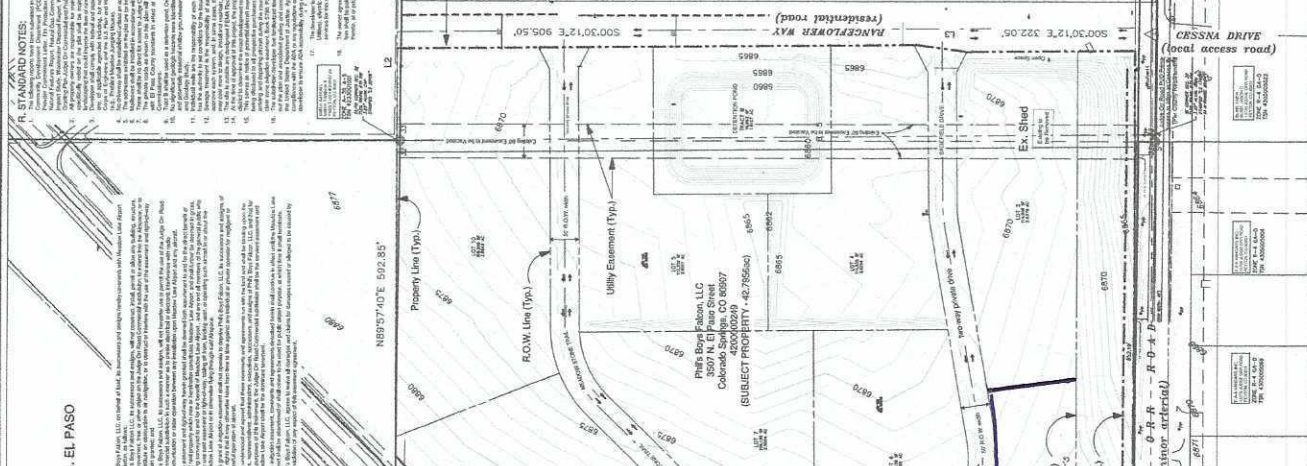
THIS SURVEY MAP DOES NOT REPRESENT A MONUMENTED SURVEY AND IS ONLY INTENDED TO ILLUSTRATE THE ATTACHED LEGAL DESCRIPTION.



575 VALLEY STREET, SUITE 3
COLORADO SPRINGS, CO 80915
TEL: 719.238.2917

R. STANDARD NOTES:

1. This preliminary plan is prepared in accordance with the provisions of the Colorado Subdivision Map Act, C.R.S. 38-101-101 through 38-101-109, and the rules and regulations of the Colorado Department of Transportation, C.D.T. 100-1 through 100-10.
2. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
3. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
4. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
5. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
6. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
7. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
8. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
9. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
10. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
11. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
12. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
13. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
14. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
15. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
16. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
17. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
18. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
19. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.
20. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.



Q. COUNTY ATTEST:

STATE OF COLORADO, COUNTY OF EL PASO

APPROVED AND ATTESTED:

CLERK OF COUNTY COMMISSIONERS

P. PURPOSE AND INTENT:

The purpose of this preliminary plan is to show the proposed subdivision of the land described in the plat for the purpose of creating lots for the development of a commercial park. The owner warrants that the information provided herein is true and correct to the best of their knowledge and belief.

M. SITE SPECIFIC NOTES:

1. The site is located in the unincorporated area of the County of El Paso, State of Colorado.
2. The site is zoned as a commercial park.
3. The site is adjacent to State Highway 24 and Judge Orr Road.
4. The site is subject to various easements and encumbrances.
5. The site is to be developed for commercial use.
6. The site is to be divided into lots for development.
7. The site is to be developed in accordance with applicable laws and regulations.
8. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.
9. The site is to be developed in accordance with the rules and regulations of the Colorado Department of Transportation.
10. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.
11. The site is to be developed in accordance with the rules and regulations of the Colorado Department of Transportation.
12. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.
13. The site is to be developed in accordance with the rules and regulations of the Colorado Department of Transportation.
14. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.
15. The site is to be developed in accordance with the rules and regulations of the Colorado Department of Transportation.
16. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.
17. The site is to be developed in accordance with the rules and regulations of the Colorado Department of Transportation.
18. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.
19. The site is to be developed in accordance with the rules and regulations of the Colorado Department of Transportation.
20. The site is to be developed in accordance with the provisions of the Colorado Subdivision Map Act.

N. BASIS OF BEARINGS:

The bearings and distances shown on this plan were obtained from a survey conducted by the owner or a licensed surveyor. The bearings are true bearings and the distances are in feet and inches.

O. LEGAL DESCRIPTION:

That certain parcel of land, more or less, situated in the County of El Paso, State of Colorado, and more particularly described as follows: [Detailed description of the land parcel]

E. DEVELOPMENT DATA:

Lot No.	Area (Acres)	Area (Sq. Ft.)
1	0.15	10,434
2	0.15	10,434
3	0.15	10,434
4	0.15	10,434
5	0.15	10,434
6	0.15	10,434
7	0.15	10,434
8	0.15	10,434
9	0.15	10,434
10	0.15	10,434

J. CERTIFICATE OF OWNERSHIP:

I, the undersigned, being duly qualified and authorized by law, do hereby certify that the information provided herein is true and correct to the best of my knowledge and belief.

W. J. L.