

# Meadow Lake Airport (KFLY)

**El Paso County Planning  
Commission**

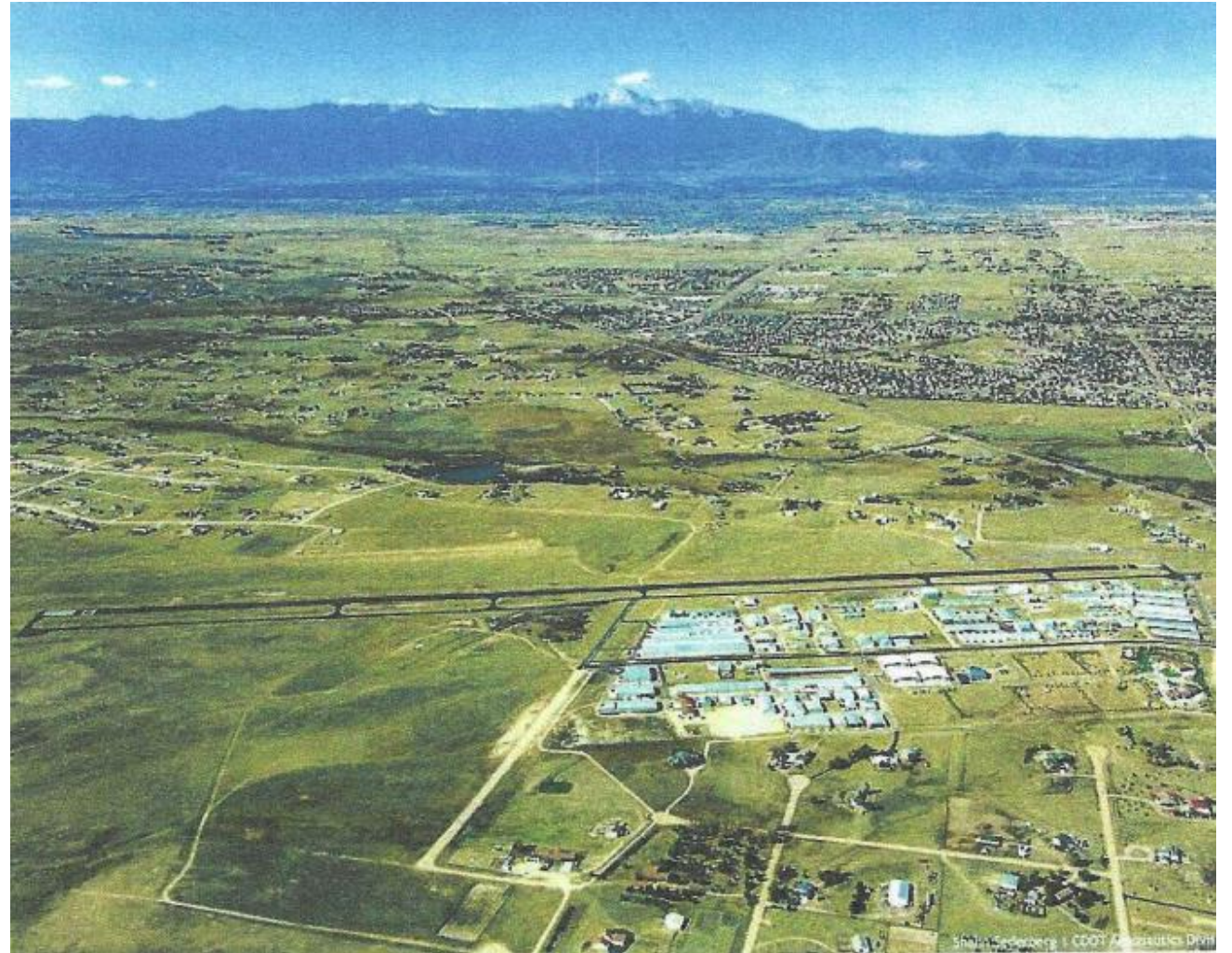
**January 16<sup>th</sup>, 2025**

**Watts Upfitting Variance**

**Dave Elliott, Airport Manager**

**President, MLAA Board of Directors**

**(719) 339-0928**



# Meadow Lake Airport – Subdivision Plats

1965 - Meadow Lake Estates Filing No 1

1970 - Meadow Lake Airport Filing No 1

# Meadow Lake Airport Filing No. 1 – Plat Notes

## Utilization of Lots Within Meadow Lake Airport Filing No. 1:

Block 1, Lots 1 thru 5 – Residential

Block 2, Lots 1 thru 5, 7 & 8 – Hangar & Tie-down Facilities

Block 2, Lot 6 – Airport Terminal Site

Block 3, Lots 1 thru 13 – Hangar & Tie-down Facilities

Block 4, Lots 1 thru 30 – Hangar & Tie-down Facilities

Tract 1 & Tract 2 – Aircraft Maintenance Facilities

# Meadow Lake Airport - Zoning

1981 - Conover application for R-4/GA-O Zoning

1981 - BoCC resolution

## 4.4.4. R-4 (Obsolete)

### **(B) Allowed Uses**

*“The uses allowed in the R-4 district are those listed on the approved development plan on file with the PCD and those identified within the BoCC resolutions adopted in conjunction with R-4 zoning approval.”*

### **(I) No Development Except In Accordance with Approved Development Plan**

*“Any land that is zoned R-4 is required to have an approved development plan on file with the PCD. All development is subject to the requirements of the approved development plan and those requirements identified within the BoCC resolutions adopted in conjunction with R-4 approved in the event that an approved development plan is not on file with the PCD as of the effective date of this Code, development shall not occur on the land unless the land is rezoned.”*

## 4.3.2. GA-O, General Aviation Overlay District

**(A) Purpose.** *“The GA-O Zoning District is intended to apply to land within and surrounding airports to protect those airports using non-instrument runways for general aviation purposes.”*

**(C) Effect of GA-O Zoning District.**

*“... When GA-O Zoning District standards conflict with the underlying base zoning standards or other regulations of this Code, the Regulations of the GA-O Zoning District will always govern.”*

**(E) Use Restrictions.**

(1) Meadowlake Airport GA-O Uses.

- *Aero club facilities*
- *Aircraft maintenance facilities*
- *Airfields and landing strips*
- *Airport terminals, related supporting facilities*
- *Aviation control towers*
- *Hangars and tie-down facilities*
- *Navigation instruments and aids*
- *Aviation businesses*



Meadow lake Airport 1986

# Meadow Lake Airport today

475 Based aircraft

125 Experimental  
(home built)

125 Conventional  
(tail wheel)





# Meadow Lake Airport today

763 acres

450 acres “Through-the-Fence”

3 runways

2 Instrument Approaches (GPS)  
Instrument/Obstacle Departure  
Procedure



# Meadow Lake grows

1989 - Granted “Reliever” status by FAA

1990-92 - Additional land purchased, new runway constructed to FAA B-I design

2003 - Colorado statutes amended to include “Reliever” airports (adds Meadow Lake)

2003-05 - land purchased to provide buffer around runway complex & future growth

2008 - FAA certified AWOS installed - Meadow Lake ID becomes “KFLY”

2010 - New Turf Runway “commissioned” with El Paso County approval

2013 - El Paso County adopts LDC Appendix B “Matters of State Interest” with MLAA input

2019 - Main Runway reconstructed: \$3.2M CDOT & FAA & local match

2021 - MLAA purchases 5-acre American Aviation for public ramp

2023 - El Paso County approves 1041 permit

FAA Instrument Approach Procedures (GPS) published

# FAA AIP and CDAG Grants

- 32 FAA Airport Improvement Program and Covid Relief grants since 1990 ... \$10 M
- 24 Colorado Discretionary Aviation Grants since 2003 ... \$4.5 M
- 39 Federal and 7 Colorado “Airport Grant Assurances” direct compliance with program guidance, orders, rules & regulations

# FAA Non-Aeronautical Use of Hangars (2016)

## Frequently Asked Questions

Why are hangars limited to certain kinds of use?

*“If hangars are not reserved for aeronautical use, Federal airport grant funds could inadvertently subsidize non-aero-nautical users, and aeronautical users could be denied access to needed airport facilities.”*

- Preserving rights and powers (Assurance #5)
- Making the airport available for aviation use on certain terms (Assurance #22)
- Not granting exclusive rights (Assurance #23)
- Ensuring safe operations (Assurance #19); and
- Complying with the ALP (Airport Layout Plan) process and requirements (Assurance #29)

# FAA Non-Aeronautical Use of Hangars (2016)

## Frequently Asked Questions

What is the primary purpose of an aircraft hangar?

*“The primary purpose of an aircraft hangar is aircraft storage. If a hangar is serving its primary purpose – the storage of aircraft – then storage of non-aeronautical items in the hangar does not violate the airport sponsor’s federal obligations.”*

# FAA Non-Aeronautical Use of Hangars (2016)

## Frequently Asked Questions

To what airport facilities does this policy apply?

*“Policy applies to all aircraft storage areas or facilities on a federally obligated airport that are designated for aeronautical use on an FAA-approved Airport Layout Plan. The policy does not apply to property designated for non-aeronautical use on an approved Airport Layout Plan or otherwise approved for non-aeronautical use by FAA.”*

# FAA Non-Aeronautical Use of Hangars (2016)

## Frequently Asked Questions

What uses are not permissible under this policy?

- *Use as a residence.*
- *Operation of a non-aeronautical business, e.g. limo service, car and motorcycle storage, storage of inventory, non-aeronautical business office.*
- *Activities which impede the movement of the aircraft in and out of the hangar or other aeronautical contents of the hangar.*
- *Activities which displace the aeronautical contents of the hangar or impede access to aircraft or other aeronautical contents of the hangar.*
- *Storage of household items that could be stored in commercial storage facilities.*
- *Long-term storage of derelict aircraft and parts.*
- *Storage of items or activities prohibited by local or state law.*
- *Fuel, and other dangerous and Hazmat materials.*
- *Storage of inventory or equipment supporting a municipal agency function unrelated to aeronautical use.*





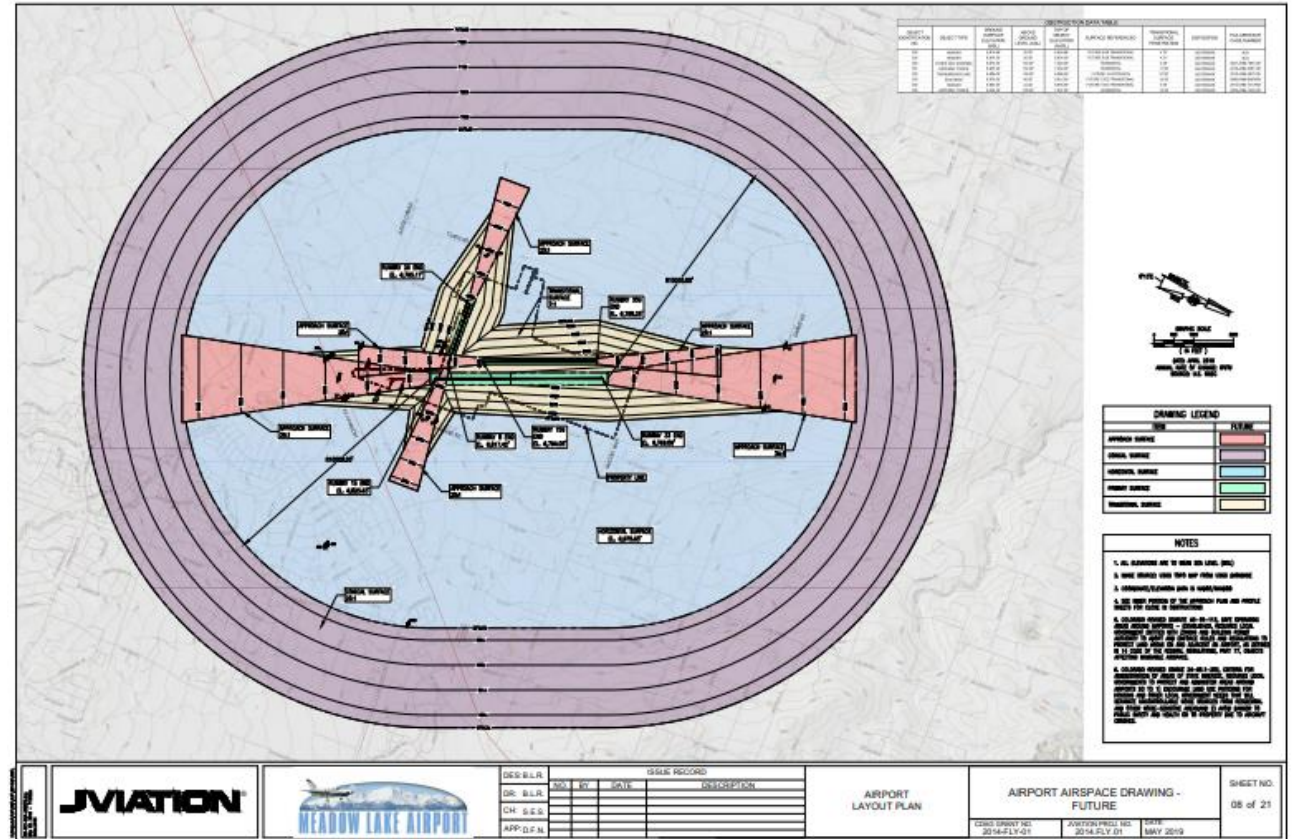


# Airport Airspace Drawing – Future (Part 77 Surfaces)

## Airport Influence Area (AIA)

**C.R.S. 43-10-113**

*“Safe Operating Areas Around  
Airports”*



# C.R.S. 43-10-113, Safe Operating Areas Around Airports - Establishment

1. *“The general assembly hereby declares commercial service airports, public airport, reliever airports, as defined in 14 CFR part 77, to be a matter of state interest as provided in article 65.1 of title 24 C.R.S.”*
2. *“Governmental entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77.”*

# El Paso County website “Board of County Commissioners”

*“The Board of County Commissioners (BoCC), an administrative and policy-making body, has only such powers and authority as are granted by the General Assembly of the Colorado State Legislature.”*

*“County government is a political subdivision of state government, created to carry out the will of the state.”*

## 4.3.2. GA-O, General Aviation Overlay District

### **(F) Federal Aviation Administration Standards.**

*“All development in the GA-O Zoning District shall comply with any applicable restrictions contained in Title 14 of the Code of the Federal Regulations, Subchapter I, Federal Aviation Regulations.”*

# ACRP Report 114: Guidebook for Through-The-Fence Operations

## Property Owner's Interests in Land Located Adjacent To An Airport

*“A property owner has the right to possess, control, exclude, enjoy, and dispose of property. However, the owner of the property located adjacent to a airport may only exercise these rights to the extent that it does not unlawfully interfere with the same rights of another property owner. Further, the property owner is also bound by the ordinances, zoning codes, and building codes adopted by the county or municipality having jurisdiction.”*

# ACRP Report 114: Guidebook for Through-The-Fence Operations

## Zoning Codes

*“Incompatible land use can threaten the safety, utility, and efficiency of an airport and the health, safety, and general welfare of the public. A part of the assessment process, a determination needs to be made as to whether or not the TTF operation is compatible with adjacent land uses.”*