

GENERAL COMMENT APPLIES TO ENTIRE 1041:

the 1041 sites the expansion; it does not approve construction ; it is not approving an airport master plan; nor is a 1041 a method for incorporating a project into the County wide Master plan. The questions and responses should be holistic in answering as it relates to the expansion as a whole; a lot of info was inserted as filler from FAA guidelines that do not answer the questions. At the meeting discussion of adding a school; fuel station; new hard surface runway, club were discussed but they are omitted from the responses- please clarify so this 1041 covers the complete future expansion.

APPENDIX B

**El Paso County Land Development Code, Appendix B:
GUIDELINES AND REGULATIONS FOR AREAS AND ACTIVITIES
OF STATE INTEREST**

Chapter 2 - PERMIT REGULATIONS

Article 3 Permit Applications

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Section 2.303. Submission Requirements for all Permit Applications; Waivers

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Many of the Review Criteria subjects come directly from the National Environmental Policy Act (NEPA). NEPA also serves as the basis for the FAA documents governing Environmental Assessments [Reference (w)], as well as Airport Master Plans. The

applicant does not presume to question the work of the professional consultants, as well as State and Federal professionals that prepared, reviewed, and approved those documents for Meadow Lake Airport in accordance with federal guidelines. Therefore, many of the following answers are quotations taken directly from:

- Meadow Lake Airport Master Plan (2018) [Reference (b)]
- Meadow Lake Airport - Environmental Assessment: Establishment of Turf Runway (2013) [Reference (e)]
- Airport Strategic Business Plan – Narrative Report – Meadow Lake Airport (2011)
Appendix A: Meadow Lake Airport Sketch Plan, with attachments . [Enclosure 13g]

While prepared some time ago, these documents and information provided is still applicable and appropriate.

2.303 (1) COMPLETED APPLICATION FORM. [Reference (a), Exhibit B]

Completed Application enclosed as Appendix A  revise per comments uploaded into EDARP

2.303 (2) ADDITIONAL INFORMATION REQUIRED BY THE DIRECTOR.

No additional plans or reports have been requested by the Director at this time.

2.303 (3) MINERAL RIGHTS CERTIFICATION.

No known mineral rights have been established for the Meadow Lake Airport properties. [see Enclosure 13a(1)]

2.303 (4) INFORMATION DESCRIBING THE APPLICANT.

- (a) **Applicant** Meadow Lake Airport Association
13625 Judge Orr Road
Meadow Lake Airport
Peyton, CO 80831

The Meadow Lake Airport Association was formed on February 29, 1972 as a Colorado non-profit corporation with the express purpose *“To provide an organization to administer the airport facilities of the Meadow Lake Airport in Falcon, Colorado; to maintain, construct, and provide airfield operating areas, runways, taxiways, roads and lighting facilities. ...”* On October 30, 2007, the Articles of Incorporation were amended and restated to read: *“To provide an organization to administer the public use federally-obligated airport facilities of the Meadow Lake Airport in Peyton, Colorado. ...”* [see Enclosure 10]

The Association is designated as a 501(c)(4) by the Internal Revenue Service and is recognized as a “charitable” organization by the Colorado Department of Revenue.

Membership of the Association consists of the owners of the private properties that have “Through-The-Fence” (TTF) access to the property and runway complex owned and operated by the Association. [see Enclosure 3]

Most commonly, airports have hangar and tie-down facilities on the airport property and a fence around the property that provides security and access control. A “Through-the-Fence” operation is one where the aircraft are based on private property outside the airport property and access the runway complex “through-the-fence”. This is generally discouraged by the FAA since the airport operating authority loses some control over the private properties. Meadow Lake was set up from the very beginning as a “TTF” operation where the listed property owners are the airport “association” and the elected Board of Directors is the operating authority. The Board has some responsibility for the hangar areas as part of the total airport, with respect to coordinating FAA Airport Design standards where appropriate. However, the Board has influence, but no direct authority over the private properties and must work with El Paso County (the land use authority) in development of these through-the-fence properties and for code enforcement concerns.

(b) MLAA (KFLY) Management

There are no specific published qualifications required to develop, implement, or operate the airport. In fact, many small general aviation airports are managed by a municipal Public Works Director or an Assistant City Manager, as an additional duty.

The Meadow Lake Airport Association Bylaws provide that a volunteer Board of Directors oversee management of the airport. All routine operations and maintenance functions at Meadow Lake Airport, i.e.; mowing, snow removal, maintenance of airport lighting, etc., are performed by volunteers. Professional services, such as planning & engineering, legal, CPA, technical maintenance (AWOS, vehicle, etc), are provided by paid contractors.

Board of Directors. Article IV of the Bylaws of the Meadow Lake Airport Association provide for a Board of Directors of seven members of the Association to manage the business and affairs of the Corporation (2-year terms). Article V of the Bylaws allow the Board to appoint a person as the Manager of the Airport, or to retain those responsibilities with the Board. The current Board has retained those responsibilities, with the President of the Board acting as Airport Manager, assisted by various Directors with assigned duties:

The current Board of Directors: [resumes at Enclosure 11a(1)]

President **David Elliott** falcon20flier@msn.com

MLAA Board: 25 years (15th year as President, 8 years Treasurer) . . **Airport Manager**

- **Education:** MBA (Western New England College), BS (US Coast Guard Academy), AAS-Aviation Maintenance Technology (Pikes Peak Comm College)
- **Aviation experience:** 47 years (24,000 hours TPT {Total Pilot Time})
 - > 21 years USCG, 13 years airline, 13 years corporate, 36 yrs general aviation;
 - > Airline Transport Pilot (AMEL), Commercial Pilot (AMES, ASEL/S), Certified Flight Instructor-Gold Seal (CFI/CFII/MEI), Advanced Ground Instructor (AGI), Airframe & Powerplant Mechanic, Remote Pilot (sUAS)

Meadow Lake Airport - Application for 1041 Permit

- Business experience: owner American Aviation II LLC; co-owner TGP Aviation Services LLC, DELL Properties LLC, Falcon Development Corporation (all at Meadow Lake); started 3 other successful small businesses (2 sold, 1 merged)
- Community activities: COS Airport Advisory Commission (2008-2015, 2018-present), Upper Black Squirrel Creek Ground Water Management District Board (2017), Falcon-Peyton Small Area Master Plan Committee (2006-2008)
- Member: Aircraft Owners & Pilots Assn (AOPA), Colorado Pilots Assn (CPA), National Association of Flight Instructors (NAFI), National Business Aircraft Assn (NBAA), Experimental Aircraft Assn (EAA), Vintage Aircraft Assn (VAA), Antique Aircraft Assn (AAA), American Bonanza Society (ABS), Cessna Owners Assn, Piper Owners Society, Cub Club, Fairchild Club, OX-5 Aviation Pioneers, Coast Guard Aviation Association (“Ancient Order of the Pterodactyl”)

Vice-President **Jeff Hundley** jeff@pumptechnologies.com

MLAA Board: sixth year

- Education: BS-Manufacturing Engineering (California Polytechnic)
- Aviation experience: 15 years (1,500 hours TPT)
 - > 15 years general aviation
 - > Commercial Pilot, Instrument Rated, Airframe & Powerplant Mechanic, Inspector Authorization
- Business experience: Owner-Pump Technologies, LLC (founded 2005)
- Member: Aircraft Owners & Pilots Assn (AOPA), Experimental Aircraft Assn (EAA), International Comanche Society (ICS)

Secretary/Treasurer **Jeff Moore** jtq.moore@gmail.com

MLAA Board: 9 years (4 yrs Treasurer, 5 yrs Secr/Treas) Financial Management

- Education: MA-Management & Organizational Behavior (Silver Lake College), BS-Meteorology (Univ of Wisconsin)
- Aviation experience: 33 years (4,000 hrs TPT + Nav/Weapons Systems):
 - > 25 years USAF, 32 years general aviation
 - > Commercial Pilot (w/instrument), Certified Flight Instructor (CFI/CFII/MEI), Airframe & Powerplant Mechanic (Inspection Authorized)
- Business experience: Self-Employed (JTQ Aviation) – flight instruction, aircraft maintenance
- Member: Airport Owners & Pilots Assn (AOPA), Experimental Aircraft Assn (EAA)

Director **Dan Jacquot** indianflyer67@yahoo.com

MLAA Board: fifth year Runways & Taxiways

- Education: Associate Degree Christian Studies
- Aviation experience: 40 years (1,800 hours TPT)
 - > 40 yrs general aviation
 - > Private Pilot, Airframe & Powerplant Mechanic, Transponder Technician / Inspector
- Business experience: 25 yrs railroad conductor, 2 yrs project manager Royal Corp
- Community activities: EAA Young Eagles
- Member: Aircraft Owners & Pilots Assn (AOPA)

Director **Jim Steward** jim@kdsteward.com

MLAA Board: second year MLAA Hangar manager

- Education: Colorado Technical College
- Aviation experience: 59 years (4,000 hrs TPT)

- > 59 years general aviation
- > Commercial Pilot (Instrument), Certified Flight Instructor (CFI/CFII/MEI)
- Business experience: JD Steward '79-'98, HVAC '03-'17, multiple professional HVAC organizations
- Community activities: Sertoma (20 yrs, President 10yrs), Home Builders Assn (15 yrs), EAA Young Eagles, Boy Scouts of America (Cub leader)
- Member: EAA Chapter 72 (since '72, President '14-15, '18-present), AOPA, AEFCO,

Director **Mike Barr** dmbarr01@msn.com

MLAA Board: 8 years Runways & Taxiways

- Education: BBA-Baylor
- Aviation experience: 60 years (1,200 hours TPT, 4,200 hrs Navigator)
 - > 20 years USAF, 60 years general aviation
 - > Private Pilot, Airframe & Powerplant Mechanic (Inspection Authorization)
- Business experience: Flight Safety Int'l (10 yrs), OT Autrey A&P (6 yrs), business owner & MB Aviation (10 years)
- Member: AOPA, EAA, Comanche Society

Director **James Lemons** yoderflyer@gmail.com

MLAA Board: first year

- Education:
- Aviation experience: 15 years (4,000 hours TPT)
 - > 15 yrs general aviation
 - > Private Pilot
- Business experience: FedEx contractor 15 yrs, now self-employed
- Community activities: President-Falcon Hangars Condos, 5 yrs
- Member:

Airport Development Committee: Article VI of the Bylaws provides for an Airport Development Committee to advise the Board of Directors on proposed development of properties on MLAA property or having through-the-fence access to the airport.

Current members of the ADC are: [resumes at Enclosure 11a(2)]

Chairman **Lee Wolford** leefly@sprynet.com

ADC: 7 years ... (MLAA Board: 4 years: 2 yrs VP, 2 yrs Treasurer)

- Education: MPA (Auburn University), MS-Political Science (USAF War College), BS-Psychology (Troy University, BS-Metallurgical Engineering (Lehigh University)
- Aviation experience: 64 years (10,300 hrs TPT)
 - > 26 years USAF, 60+ years general aviation
 - > Commercial Pilot (w/instrument)
- Business experience: 13 years project manager/owner/director
- Community activities: East Meadow Lake Hangar Assn (President), Aviation Education Association of Colorado (AEFCO- Vice President), EAA-Young Eagles (pilot coordinator .. has personally flown over 400 kids!)
- Member: Aircraft Owners & Pilots Assn (AOPA), Experimental Aircraft Assn (EAA)

Member **Lee Leshner** lesherlee@gmail.com

ADC: 8 years ... (MLAA Board: 2 years as Secretary)

- Education: MBA (Arizona State University), BS-Civil Engineering (University of North Dakota)
- Aviation experience: 48 years (15,000 hrs TPT)
 - > 22 years USAF, 20 years corporate, 48 years general aviation
 - > Airline Transport Pilot (ATP), Certified Flight Instructor (CFI/CFII/MEI), Airframe and Powerplant Mechanic
- Business experience: co-owner TGP Aviation LLC, DELL Properties LLC, Falcon Development Corporation (all at Meadow Lake)
- Community activities: EAA Young Eagles Pilot, Civil Air Patrol Flight Instructor/Check Pilot
- Member: Colorado Pilots Assn (CPA), Aircraft Owners & Pilots Assn (AOPA), Experimental Aircraft Assn (EAA), American Bonanza Society (ABS)

Member **Wyman Varnedoe** wymanvarnedoe@comcast.net

ADC: 7 years (MLAA Board: 1 year)

- Education: BS (US Air Force Academy)
- Aviation experience: 41 years
 - > 10 years USAF, 31 years airline, 40 years general aviation;
 - > Airline Transport Pilot (ATP),
- Business experience: owner Phantom Fuels (KFLY)
- Community activities: Young Eagles
- Member: Experimental Aircraft Association (EAA)

(c) *Written authorization of the application package by the Project owner, if project different than the applicant.*

MLAA is the owner and applicant. David Elliott is President of the MLAA Board of Directors. A "Designation of Representative" letter is provided.

. . . [see Enclosure 11b(3)]

(d) *Documentation of applicant's financial and technical capability to develop and operate the Project, including description of the applicant's experience developing and operating similar projects.*

The following comments describe the current financial management of the Meadow Lake Airport. Implementation of future growth, as described in the Master Plan, is discussed at Paragraph 2.303 (9) (Financial feasibility) of this Appendix (page 42)

[P] No public funds or tax resources are normally used for routine operations or maintenance to this valuable public-use facility. The primary source of revenue to operate the Meadow Lake Airport come from dues assessed to members of the Meadow Lake Airport Association. These annual assessments are based on a percentage of the County Assessor's valuation/property taxes, and a budget is prepared annually to operate and maintain the airport. The annual budget for the past few years have been approximately \$140K, with approximately 60-65% toward operations & maintenance (O&M) and 35-40% allocated to discretionary projects and reserve. Reserve funds are used to provide the "sponsor match" to grants obtained from federal and state aviation programs for capital improvements. The MLAA annually files an IRS Form 990:

“Return of Organization Exempt From Income Tax”. The 2021 report is provided to illustrate the solvency of the Association. [see Enclosure 12a(1)]

In the mid-80’s, it was realized that the airport was growing much quicker than expected and an upgrade to the runway was needed to support increasing operations. The original runway was 4,300 feet long, 36 feet wide, and reportedly lighted by mason jars with light bulbs. A proper upgrade was well beyond the available resources of the Association and application was made to the Federal Aviation Administration for assistance. In July, 1989 the FAA approved the designation of Meadow Lake Airport as a “reliever airport” for Colorado Springs [see Enclosure (6a)], thereby including the airport in the National Plan of Integrated Airports System (NPIAS) [see Enclosure 7]. This made the airport eligible for federal grants via the Airport Improvement Program (AIP). Since that time, MLAA has obtained and administered 27 federal grants to improve and protect the airport as part of the NPIAS. . . . [see Enclosure 12b(2)]

Meadow Lake is also eligible for Colorado Discretionary Aviation Grants (CDAG) and has obtained and administered grants every year since 2003 to protect the infrastructure and operations of this valuable state asset (including the Environmental Assessment for the “Turf Runway” that is referenced throughout this application). Meadow Lake is the only private airport in the Colorado Airport System in the NPIAS and eligible for state grants. [see Enclosure 7c]

The FAA Capital Improvement Program (CIP) for Colorado airports is managed by the Colorado Division of Aeronautics in coordination with the FAA Denver Airports District Office (ADO). CDAG and AIP grants, along with “sponsor match”, are combined to achieve infrastructure and capital improvement projects. An example is Meadow Lake’s “Runway 15/33 Rehab” project in 2019. Reconstruction of the main runway and primary parallel taxiway cost approximately \$3.6 million. A CDAG grant in 2018 for \$400K, plus a 10% (\$44,444) “sponsor match” from MLAA, was used for design engineering work. In 2019, an additional CDAG grant of \$2.2M, an FAA AIP grant of \$688K, and sponsor match of \$250K provided funding for the project.

The Colorado Division of Aeronautics administers a number of other statewide initiatives that Meadow Lake also participates in. Additional information can be found at <https://www.codot.gov/programs/aeronauticals/Periodicals/AnnualReport>.

- **USDA Wildlife Hazard Mitigation Program.** *“This program funds efforts of the USDA to assist Colorado airports with effective and approved wildlife mitigation programs. This successful program has significantly helps to reduce wildlife aircraft strikes and damage to airport infrastructure at Colorado’s Airports”*
 - Meadow Lake uses this program for wildlife control.
- **Crack Sealant Rebate Program.** *“Funding for the crack sealant rebate program directly benefits Colorado airports with a 90% rebate up to \$10,000 for crack sealant materials purchased through the state bid system. This program is designed to encourage Colorado airports to use preventative*

- asphalt maintenance practices proven to extend the life span of asphalt runways, taxiways and apron surfaces.”*
- Meadow Lake purchased a crack fill machine a few years ago and with volunteer labor, uses this program to help maintain our asphalt surfaces.
 - **Communications, Pilot Outreach & Safety.** *“This aviation program funds the production of the Colorado Airport Directory and Colorado Aeronautical Chart as well as safety information outreach to pilots who fly in Colorado. These publications give pilots the most current information in order to safely plan and navigate while flying in Colorado.”*
 - Although not an “airport” program, Meadow Lake pilots routinely use these publications for recreational flying throughout the state.
 - **5010 Airport Safety Inspections.** *“Funding for this program allows the Colorado Division of Aeronautics to conduct regular safety inspections at Colorado airports. These inspections are structures to update the Federal Aviation Administration (FAA) Master Record Form to give the pilots the most current airport data and safety information.”*
 - Performed on a rotating three-year cycle [see Enclosure 15d(1)]
 - **Pavement Condition Index (PCI) Inspection Program.** *“Pavement management is a systematic method of: assessing current pavement conditions, determining maintenance and rehabilitation needs, and prioritizing these needs to make the best use of anticipated funding levels for local, Division, and FAA programs. The Division assists eligible airports in pavement management by utilizing (PCI) Pavement Condition Indexing.”*
 - Meadow Lake evaluations, prior to (and the basis for) the 2019 reconstruction project [see Enclosure 14f]
 - **Internship Program.** *“The Aviation Management Internship Program is designed to develop and educate aspiring aviation professionals and provide them critical on-the-job experience so they can integrate into the aviation industry upon completion of the internship. The CAB approves and appropriates funding for up to two internships per airport, per year. Currently, eight have interns funded by the Division of Aeronautics.”*
. . . Not appropriate for Meadow Lake at this time.
 - **Surplus Equipment Sales.** *“With the cooperation of CDOT, Denver International Airport and the CAB, the Division coordinates surplus equipment sales for Colorado public-use airports, in accordance with 43-10-110.7. Equipment at these sales are offered to other Colorado airports in order to make critical equipment such as snow removal equipment, mowers, loaders, service vehicles, and others available to airports at a much lower cost than new.”*
 - Meadow Lake has taken advantage of this program since 2006
. . . [see Enclosure 13j]

- **Colorado General Aviation (GA) Sustainability Program.** *“Following nearly two years of development, the Division implemented a nationally-ground breaking initiative to provide a sustainability framework and toolkit for the state’s general aviation (GA) airports.*

This is the first such effort in the nation to look at statewide airport sustainability, not just from an environmental perspective, but operationally, socially and financially as well. The Division’s sustainability program provides GA airports in the state with an effective and easy to use online toolkit to help them easily create a sustainability plan, create and track metrics, and report on achievements. This toolkit is integrated with the Division’s web-based Information Management System (WIMS) program, allowing for future statewide airport sustainability reporting and tracking by the Division.”

- Meadow Lake participates in this program (required for CDAG grants).
... [see Enclosure 14e]

- **Remote Air Traffic Control Tower Project.** *“This leading edge project will be the first in the world to integrate both ground-based video and aircraft track-based/radar components to provide necessary air traffic data to air traffic controllers working in a remote facility. ...”*

- Not appropriate for Meadow Lake at this time.

- **Automated Weather Observing System Development and Maintenance.** *“This program funds the maintenance and repair of Colorado’s network of 13 mountain automated weather observing systems (AWOS). ...”*

- Meadow Lake uses this program to maintain our FAA-certified AWOS.

[F] Descriptions of funding programs for future expansion of the airport, in accordance with the Master Plan growth plan, are described in Paragraph 9 of this Appendix.

(e) *Written qualifications of report preparers.*

[1] 1041 Application:

David Elliott, President, MAAA Board of Directors .. [resume at Encl 13b(1)]
Extensive experience in successfully developing and drafting business plans, organization plans, operations plans and programs, etc.

[2] Airport Planning and Design & Engineering Consultant:

FAA guidance for selection of professional consultants to assist airport management is found in Advisory Circular 150/5100-14E, *“Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects”*:
[Reference (s)]

“A sponsor is required to award each contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, land acquisition services, mapping or related services with respect to the project in the manner as a contract for architectural and

engineering services as negotiated under Title IX of the Federal Property and Administrative Service Act of 1940 (40 U.S.C. Chapter 11, Selection of Architects and Engineers), or an equivalent qualifications-based requirement prescribed for or by the Sponsor of the Airport.”

Meadow Lake uses this procedure and selects consultants “of Record” every five years. Jviation, Inc. has been selected for the past two cycles for engineering services. The contract for planning services expired with completion of this Airport Master Plan Update and will be revisited with future needs. Requests for “Statements of Record” are being published this autumn for selection of consultants for the upcoming 5-year term (2023-2027).

Jviation, Inc.
720 South Colorado Blvd, Suite 1200-S
Glendale, CO 80246
(303) 524-3030
*planning
and
engineering consultant*

Travis Vallin, Principal
Jim Miklas, Planning Manager
jim.miklas@jviation.com
Tony Davis, Sr Aviation Planner
tony.davis@jviation.com
Jon Weeks, Project Engineer
jon.weeks@jviation.com

In addition to preparing MLAA planning documents and engineering projects, Jviation assisted MLAA and El Paso County in developing Chapter 7 of the Appendix B to the Land Development Code in 2013.

- [3] Coordination & oversight: The following offices provide assistance to Meadow Lake in planning and management of the airport, and oversight in preparation and approval of the Airport Master Plan and Airport Layout Plan:

Colorado Dept of Transportation
Division of Aeronautics
5126 Front Range Parkway
Watkins, CO 80137
(303) 512-5250

David Ulane, Director
Todd Green, Program Manager
todd.green@state.co.us
Kaitlyn Westendorf, planner
kaitlyn.westendorf@state.co.us

Federal Aviation Administration (FAA)
Denver Airports District Office (ADO)
26805 East 68th Ave., Suite 224
Denver, CO 80249-6361
(303) 342-1282

John Bauer, Manager
Marc Miller, Asst Manager
marc.c.miller@faa.gov
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michael.b.matz@faa.gov
John Sweeney, planner
john.sweeney@faa.gov

2.303 (5) INFORMATION DESCRIBING THE PROJECT.**(a) Vicinity map showing the proposed site and the surrounding area.**

... [see Enclosure 13a(2)]

(b) Executive summary of the proposal indicating the scope and need for the Project.

See Reference (b): Chapter 1. STUDY INTRODUCTION AND GOALS

Meadow Lake Airport was designated by the FAA a “reliever airport” to the Colorado Springs Municipal Airport in July, 1989 [Enclosure 6a]. FAA Airport Improvement Program Grants (AIP-01 thru -05) provided long-range planning (Master Plan), land acquisition, re-construction of the primary Runway 15-33 and Taxiway Alpha to FAA standards, and installation runway/taxiway lighting. The upgrade project included carving a small area out of the ranchland south of the original runway to lengthen the runway to FAA standards. This land was exchanged for several parcels, including a 5.41 acre lot (“Lot 1”) at the north end of the original MLA Filing 1, Tract 2 which was deeded to Mountain Air (Penkhus). With that transaction, the glider operation at Meadow Lake was relocated from its original site on Tract 1 to the new Penkhus lot, and a small glider strip (“Runway N/S”) was paved on the edge of the airport property along the eastern boundary of Lot 1. (Penkhus was a member of the High Flights Soaring Club)

A second round of federal grants began in 2001 (AIP-06 thru -09) for land acquisition around the primary runway [MLA Filing 1, Tracts 1 & 2 (remainder)]. State funding became available to the airport in 2003 with Colorado Discretionary Aviation Grants.

The combination of the state and federal resources allowed the airport to acquire a State Infrastructure Bank (SIB) loan from the Colorado Aeronautics Board in 2004 to acquire additional property to provide more options for future growth, and to provide a “buffer” within the rapidly growing Falcon community. The SIB loan was repaid with additional federal and state grants (AIP-10 thru -20) resulting in all of the MLAA property becoming federally obligated.

In 2021, a 5-acre parcel at the north end of the runway (that had been the home to American Aviation for 49 years) became available and the MLAA was able to secure a commercial loan to purchase the property to provide an official “Transient Ramp” and “GA Terminal”. Since MLAA has no employees, an operating agreement was drafted with Springs Aviation to provide transient FBO (Fixed Base Operator) services in conjunction with their flight school operation.

Today, the airport property comprises over 762 acres, plus approximately 450 acres of private property with “through-the-fence” (TTF) access. The Airport Layout Plan (ALP) includes an Exhibit A, “Airport Property Map” which details property owned by the airport (or considered for possible future expansion).

This should bullet point the full expansion in addition to the historical information provided (Aviation school; paved runway; fuel station; restaurant-club; how many new hangars; plus turf runway; and any other expansions that are on the wish list)

Meadow Lake Airport property (present Property Schedule No: 43000-00-563)			
<u>acquired</u>	<u>property</u>	<u>ALP Tract</u>	<u>acreage</u>
April 1980	runway / parallel taxiway	1	62.14
Sept 1991	Runway 15-33 south RPZ	2	38.25
various	Taxiway Charlie easement (quitclaim)	20	4.35
	Cessna Drive (quitclaim)		3.90
July 2001	MLA 1, Tract 1 (old Hangar Restr)	8	5.48
Jan 2002	MLA 1, Tract 2 (remainder)	6	37.09
Sep 2003	buffer E side below crosswind runway	7	163.35
Mar 2004	buffer W side of runway	11	56.91
Mar 2004	buffer S side of runway to Falcon Hts	9	319.28
Oct 2004	buffer SE side	12	29.88
July 2005	buffer SE side for future xwind runway	14	36.37
			757 ac
May 2021	Lot 6 (combined), Blk 2, MLA Fil No 1	5	4.97
in progress	Lot 1, "Judge Orr Road PUD"	3	4.6 +/-

In addition to property owned by the Association, the MLAA has responsibility, but no authority, for overseeing application of airport planning standards to properties designated with G-AO zoning and "Through-the-Fence" access to the airport's runway complex. . . . [see Enclosure 13b]

Many neighboring properties, with and without aircraft, have platted easements for a variety of purposes. . . . [see Enclosure 13b]

In 2010, the FAA initiated a study of the role and scope of federal support to general aviation airports and in May, 2012 published their initial report "*General Aviation Airports: A National Asset*" [Reference (p) .. available at www.faa.gov] Sources have informed us that Meadow Lake Airport was used prominently throughout the process as an example of general aviation vitality in a local community. The summary (page 1) provides the following perspective:

"There are over 19,000 airports, heliports, seaplane bases, and other landing facilities in the United States and its territories. Of these, 3,330 are included in the FAA's National Plan of Integrated Airport Systems (NPIAS), are open to the public, and are eligible for Federal funding via the Airport Improvement Program (AIP). When an airport's owner or sponsor accept AIP funds, they must agree to certain obligations (or grant assurances).

Most people are familiar with one or more of the 378 primary airports that support scheduled commercial air service, such as John F Kennedy International, Chicago O'Hare International, or Los Angeles International, where U.S. and foreign airlines operate. We also rely on the other 2,952 landing facilities (2,903 airports, 10 heliports, and 39 seaplane bases) to support aeromedical flights, aerial firefighting law enforcement, disaster relief, and to provide access to remote communities. These 2,952 landing facilities are primarily used by general aviation aircraft and agree, therefore, commonly

referred to as general aviation airports. Included in this group are 121 airports that also support limited scheduled air services boarding at least 2,500 but less than 10,000 passengers each year.”

“We documented many important aeronautical functions that are economically and effectively supported at these general aviation airports. As shown in Figure 1, these range from emergency preparedness and response to the direct transportation of people and freight and commercial applications such as agricultural spraying, aerial surveying, and energy exploration.”

Figure 1: Types of Aeronautical Functions Serving Public Interest

Emergency Preparedness and Response	Aeromedical Flights Law Enforcement/National Security Emergency Response Aerial Fire Fighting Support Emergency Diversionary Airport Disaster Relief and Search & Rescue Critical Federal Functions
Critical Community Access	Remote Population / Island Access Air Taxi/Charter Services Essential Scheduled Air Service Cargo
Other Aviation Specific Functions	Self-Piloted Business Flights Corporate Flight Instruction Personal Flying Charter Passenger Service Aircraft/Avionics Manufacturing/Maintenance Aircraft Storage Aerospace Engineering/Research
Commercial, Industrial, and Economic Activities	Agricultural Support Aerial Surveying and Observation Low-Orbit Space Launch and Landing Oil and Mineral Exploration/Survey Utility/Pipeline Control and Inspection Business Executive Flight Service Manufacturing and Distribution Express Delivery Service Air Cargo
Destination and Special Events	Tourism and Access to Special Events Intermodal Connections (rail/ship) Special Aeronautical (skydiving/airshows)

“Together these 2,952 general aviation airports form an extensive network and make important economic contributions to society. Many of these aeronautical functions cannot be economically supported at primary commercial service airports and other alternatives (e.g., fight forest fires without aerial support) are less effective and sometimes more dangerous.”

[Note: helicopters supporting the Black Forest fire fighting efforts operated out of Meadow Lake, and Children's Hospital Flight Team presently stages through Meadow Lake]

"This study focuses on the Federal network of general aviation airports, heliports, and seaplanes bases and divides them into four new categories based on existing activity levels and related criteria: national, regional, local, and basic":

National (84)	Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.
Regional (467)	Supports regional economics by connecting communities to statewide and interstate markets.
Local (1,236)	Supplements local communities by providing access primarily to interstate and some interstate markets.
Basic (668)	Supports general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying.

Meadow Lake is classified as: Private (PR) - Reliever Regional

[see Enclosure 7c, NPIAS list of Colorado General Aviation Airports]

The "2020 Colorado Aviation System Plan" [Reference (I): available at www.codot.gov/programs/aeronautics] describes the state airport system as follows:

"While there are over 400 airport facilities in Colorado, only the 74 public-use facilities were considered for inclusion in the 2020 CASP. Eight of the privately-owned, public-use airports were not included as they do not meet funding eligibility requirements. As such, the 2020 CASP consists of 66 public-use airports, with all but one airport being publicly-owned."

To reiterate, and put Meadow Lake in perspective:

- 3,330 airports in the FAA NPIAS
 - 378 primary airports (commercial service)
- 2,952 general aviation facilities (includes 10 heliports & 39 seaplane bases)
 - 19 privately-owned/operated airports in the FAA NPIAS
 - ... Meadow Lake is the largest by land area and based aircraft
- 400 air facilities in Colorado
 - 74 public-use airports in Colorado
 - ... 16 do not meet funding requirements and are not considered
 - 66 public-use and considered in the 2020 CASP
 - ... 14 are commercial service, 52 general aviation

- ... 2 - GA-National
 - ... 5 - GA-Regional (Meadow Lake)
 - ... 19 - GA-Local
 - ... 16 - GA-Community
 - ... 10 - GA-Rural
 - ... 65 public owned, 1 private owned (Meadow Lake)
- 49 Colorado airports listed in the NPIAS (includes Meadow Lake)
- 4 Reliever Airports in Colorado: Centennial, Rocky Mountain Metro (Jeffco), Colorado Air & Space Port (Front Range), and Meadow Lake

[Note: Despite the prospect expressed on page 71 of “Your El Paso County Master Plan” [reference (h)], the only operation at Meadow Lake that could be considered a commercial flight is Children’s Hospital Flight Team from Centennial that stages here to support the new hospital in Colorado Springs. The grass-roots culture and design standards of this B-I general aviation airport would make it difficult for a commercial operation to base here at this time. The B-II growth plan for KFLY could support commercial and corporate operations, but the cost of this growth potential makes it unlikely at this time (discussed below).]

Meadow Lake is the only privately owned/operated airport in the Colorado Aviation System Plan (CASP) and the National Plan of Integrated Airport Systems (NPIAS), and the largest of its kind in the country

Modify statement - this is for approval of site selection and expansion of the airport. This is not adoption of the Airports Master Plan

As Meadow Lake continues its rapid growth and prominence, the airport management is taking a more proactive role in planning Meadow Lake’s future. We believe it is appropriate to establish a more formal relationship with El Paso County as our local government and land-use authority, to protect this valuable local, state and federal public use facility in accordance with state and federal regulations and guidance. This application and Airport Master Plan is submitted to initiate El Paso County recognition and support to Meadow Lake Airport.

The Airport Master Plan (AMP) and Airport Layout Plan (ALP) deal primarily with airport aeronautical surfaces (runways, taxiways, ramp areas, and Part 77) and property that the MLAA owns [Enclosure 2]. In addition to the aeronautical surfaces, the AMP/ALP also depict other aeronautical infrastructure, such as lighting, AWOS (Automated Weather Observation Systems), SRE (Snow Removal Equipment) support, etc. The Capital Improvement Plan (CIP) is derived from the AMP (projects must be shown on the ALP), and FAA AIP and CDOT Aviation grants are budgeted from that schedule. [see Enclosure 12b(1)]

The Airport Master Plan does not address planning or growth of the approximately 450 acres of private-owned personal property that have “Through-The-Fence” access to the airport, i.e. those with the GA-O overlay. The MLAA has limited responsibility for development purposes of these properties, and no direct authority or control for land development standards. Another purpose of the Airport Master Plan review with El Paso County is to coordinate these private development projects with the airport development.

Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

The Airport Master Plan should also be used by El Paso County, the “land use authority”, in accordance with Colorado Statutes, to coordinate development of neighboring properties within the Meadow Lake “Airport Influence Area” (AIA), with respect to the concepts of “Compatible Land Use” standards of state and federal regulations and guidance.

(c) Plans and specifications of the Project in sufficient detail to evaluate the application against the applicable Review Criteria.

[P] Appendix A and enclosures provide state and federal guidance for 1041 approval of Meadow Lake as a “Matter of State Interest”

[P] The Meadow Lake Airport Master Plan study has been reviewed by the staff at the Colorado Division of Aeronautics and appropriate sections reviewed and approved by the FAA Denver Airport District Office. The Master Plan contains the following chapters:

"Applicant has elected to submit the airport master plan in support of the 1041 approval." Add text.

1. Study Introduction and Goals
2. Inventory of Existing Conditions
3. Forecast of Aviation Demand . . [FAA approval required – see Encl 6b]
4. Facility Requirements
5. Alternative Analysis
6. Implementation and Financial Plan
7. Airport Layout Plan Drawing Set . [FAA approval required – see Encl 6f]
 - Sheet 01 Title
 - 02 Airport Data Sheet
 - 03 Airport Layout Plan – Existing
 - 04 Airport Layout Plan – Future
 - 05 Terminal Area Plan – Existing
 - 06 Terminal Area Plan – Future
 - 07 Airport Airspace Drawing – Existing
 - 08 Airport Airspace Drawing – Future
 - 09 Airport Airspace Drawing – Existing Runway 8/26, 15/33, 15G/33G Profiles
 - 10 Airport Airspace Drawing – Future Runway 8/26, 15/33, 15G/33G Profiles
 - 11 Inner Approach Surface Drawing – Existing Runway 15/33
 - 12 Inner Approach Surface Drawing – Existing Runway 15G/33G
 - 13 Inner Approach Surface Drawing – Existing Runway 8/26
 - 14 Inner Approach Surface Drawing – Future Runway End 15
 - 15 Inner Approach Surface Drawing – Future Runway End 33
 - 16 Inner Approach Surface Drawing – Future Runway 15G/33G
 - 17 Inner Approach Surface Drawing – Future Runway 8/26
 - 18 Departure Surface Drawing – Future Runway 15/33
 - 19 Land Use Drawing
 - 20 Exhibit A Property Map
 - 21 Exhibit A Property Map (data)

In addition, the Meadow Lake Airport “*Environmental Assessment: Establishment of Turf Runway*” [reference (e)] and “*Compliance Plan*” [reference (f)] were prepared for review and approval by the CDoT/Division of Aeronautics and FAA ADO, and are referred to throughout this application. The former was also reviewed by El Paso County.

future airport master plan

[F] Future ~~Master Plan~~ Updates and applications for actual proposals and plans to expand the airport will specifically address County’s Review Criteria. Proposed implementation of the expansion plans described in the AMP may necessitate additional future application with the actual construction plans addressing the requirements of the Land Development Code, Appendix B.

(d) Descriptions of alternatives to the Project considered by the applicant.

[P] The Meadow Lake Airport Master Plan contains the following:

Section 2.4.1 Airport Reference Code (ARC)

“The FAA classifies airports in the United States with a coding system known as the Airport Reference Code (ARC). This classification helps apply designed criteria appropriate to operational and physical characteristics of the aircraft types operating at each airport. The design standards are presented in various FAA advisory circulars, primarily in FAA AC 150/5300-13A, Airport Design. The ARC is made up of two separate components: the Aircraft Approach Category (AAC) and the Airplane Design Group (ADG). FLY is currently classified as ARC B-1 Small (less than 12,500 pounds) Aircraft.

The AAC is an alphabetical classification of aircraft based upon 1.3 times the stall speed in a landing configuration at their maximum certified landing weight. An airport’s AAC is determined by the approach speed of the fastest aircraft that operates at the airport at least 500 times per year; Category A is the slowest approach speed, E is the fastest. Approach categories are summarized in Table 2-2.”

Table 2-2: FLY Aircraft Approach Category

Approach Category	A	B	C	D	E
Approach Speed	< 90 kts	91-120	121-140	141-165	>166

“The ADG is a numerical classification of aircraft based on wingspan and tail height. If an airplane’s wingspan and tail height is in two categories, the most demanding category is used. Similar to the approach category, the ADG for an airport is determined by the largest aircraft operating at least 500 times per year at the airport. For airports with multiple runways, the published ARC is based on the most demanding runway design group.”

Table 2-3: Airplane Design Group

Design Group	I	II	III	IV	V	VI
Tail Height	< 20'	20-30	30-45	45-60	60-66	66-80
Wing span	< 49'	49-78'	79-117'	118-170'	171-213'	214-261'

Section 2.4.2 Runway Design Code (RDC)

“The Runway Design Code (RDC) is specific to each runway at an airport. The most critical aircraft which uses a runway at least 500 times per year is used to determine the RDC. The RDC uses the same AAC and ADG criteria utilized to determine the ARC, but adds a visibility minimums component. The current RDC for Runway 15/33 at FLY is B-I-5000. The RDC for Runway 8-26 is A-I-5000, as well as for the turf glider runway.”

The following table illustrates the phases of growth at Meadow Lake:

	<u>pre-FAA</u> original	<u>B-I</u> 1990 (present)	<u>B-II</u> future
Runway width:	36 feet	60 feet	75 feet
Runway length	4,300 feet	6,000 feet	6,750 feet *
Runway weight bearing dual wheel:	unspecified	12,500 lbs	30,000 lbs
Instrument Approach	none	no	yes
Safety Area (setbacks)	no standard	FAA VFR	FAA IFR
* minimum runway construction by current FAA standards is B-II			
** revised FAA standards now require the sponsor to own 1,000 feet at each end of runway for the Runway Protection Zone (RPZ). Therefore, the current future growth plan is limited to 6,750 feet. Additional property acquisition could allow for a longer runway.			

[F] The Meadow Lake Airport Master Plan contains the following:

Chapter 5 ALTERNATIVES ANALYSIS

“The objective of this chapter is to present various options and provide recommendations for future development at the Meadow Lake Airport (FLY or the Airport) over the next 20 years that meet the projected levels of aviation demand. Maximize economic development potential and maintain a safe aviation environment. As noted in the FAA AC 150/5070-6B, Airport Master Plans:”

“The alternatives chapter brings together many different elements of the planning process to identify and evaluate alternatives for meeting the needs of the airport users as well as the strategic vision of the airport sponsor. Airports have a wide variety of development options, so an organized approach to identifying and evaluating alternative development options is essential for effective planning.”

“In conformance with this FAA objective, this chapter has been structured to provide that organized approach to determine a recommended plan for future development at FLY. It includes the following five sections:”

- 5.1 Summary of Airport Facility Recommendations
- 5.2 Ability of Existing Facilities to Accommodate Future Improvements
- 5.3 Identification of Development Alternatives
- 5.4 Evaluation of Alternatives
- 5.5 Conclusions and Recommendations

Section 5.3 Identification of Development Alternatives

“Five Alternatives for development within the existing Airport property have been prepared for consideration. Particular focus has been given to the use of existing facilities, development within the property boundary and enhancements to access and connect various components of the airfield and landside. The Alternatives have been numbered based on their projected impact to the existing airfield (with Alternative 1 representing little to no impact, and Alternative 2 resulting in more significant impacts) and need based on their runway configuration.”

The evaluation of the alternatives considers a number of factors, including:

- Meeting FAA airport design standards
- Minimizing potential environmental impacts
- The cost and funding sources for facility development
- Providing sufficient operational capacity to meet projected demand
- Maximizing the use of airport property
- Efficiently staging development of a 20-year planning period
- Providing flexibility to meet changing demand

Pros

Cons

Alternative 1A

Maintain the Existing Runway System

Low cost	Does not provide B-II runway
Meets current B-I small criteria	Will limit access by B-II aircraft
Meets projected demand	Longer access to relocated turf runway
Meets FAA design standards	Need to acquire easement for taxiway
Allows for more terminal area Development	Modification to Design Standard needed for Turf Runway
Does not meet State Aviation System Plan benchmarks	

Alternative 1B

Existing Runway System + Turf Runway East of Runway 15/33

Low cost	Does not provide B-II runway
Meets current B-I small criteria	Will limit access by B-II aircraft
Meets projected demand	Longer access to relocated turf runway
Meets FAA design standards	Need to acquire easement for taxiway
Allows for more terminal area Development	Need to modify FLY traffic pattern
Does not meet State Aviation System Plan benchmarks	

Alternative 2A**New B-II Rwy 15/33 + New Turf Runway West + Shift Runway 8/26**

Meets B-II criteria	Large capital investment
Accommodates B-II aircraft	Environmental impacts
Meets FAA design standards	Future ownership of parcel to be determined for taxiway
Provide more than adequate operational capacity	
Allows for instrument approach Procedure	
Allows glider operation to remain in existing location	
Allows for more terminal area Development	Terminal could be relocated
Meets State Aviation System Plan benchmarks, but limits glider operations	

Alternative 2B**New B-II Runway 15/33 + New Turf Runway East of 15/33**

Meets B-II criteria	Large capital investment
Accommodates B-II aircraft	Environmental impacts
Meets FAA design standards	Longer ground access to relocated Turf Runway
Provide more than adequate operational capacity	Need to modify FLY traffic pattern
Allows for instrument approach Procedure	Future ownership of parcel to be determined for taxiway
Allows for more terminal area Development	Terminal should be relocated
Meets State Aviation System Plan benchmarks, but limits crosswind operations	

Alternative 2C (preferred alternative)**New B-II Runway 15/33 + New Turf Runway East + Shift Runway 8/26**

Meets B-II criteria	Large capital investment
Accommodates B-II aircraft	Environmental impacts
Meets FAA design standards	Longer ground access to relocated Turf Runway
Provide more than adequate operational capacity	Need to modify FLY traffic pattern
Allows for instrument approach Procedure	Future ownership of parcel to be determined for taxiway
Allows for more terminal area Development	Terminal should be relocated
Optimum plan to meet State Aviation System Plan benchmarks and local needs	

Other external options, such as alternative airport locations, partnering with other airports (i.e.; a “Regional Airport Authority”), etc. are beyond the scope of this individual Airport Master Plan. These possibilities may be considered under the provisions of the FAA AC 150/5070-7 “*The Airport System Planning Process*”

(e) Schedules for designing permitting, constructing and operating the Project, including the estimated life of the Project.

[P] There are no current plans to expand this facility. Upgrade of the Meadow Lake Airport to the next level (B-I to B-II) would currently require use of the Turf Runway location for the new B-II Runway. The estimated \$15M project would require significant coordination with the FAA and state aviation officials for discretionary funding for Capital Improvement and 1041 review with the County. Although a “public-use” reliever airport, KFLY as a “privately-owned” airport is not currently eligible for FAA discretionary funding. As growth at COS or KFLY continue and approach capacity limitations, this could change. Master Plan Updates at either airport will identify this need.

[F] The Meadow Lake Airport Master Plan contains the following:

Chapter 6 IMPLEMENTATION AND FINANCIAL PLAN

Section 6.1.1 Development Plan Implementation

“The implementation of the recommended development plan will be dependent on a number of factors including availability of funding; the environmental coordination, review, compliance process; the actual rate at which aviation activity increases in the future that warrants additional capacity; among others. As a result, MLAA will need to continually review and update their Capital Improvement Plan (CIP), which they currently do in coordination with CDOT and the FAA, as well as monitor their aviation activity levels in relation to the forecasts of demand presented in this master plan.

There are two key factors that must be considered in the overall implementation process:

1. *The time required to design and construct each project, including scheduling the necessary funding from various sources, as well as the environmental review and approval process, all of which can require a number of months, and sometimes years. Construction timing and phasing is also weather and season dependent, which limits the time period available to implement the development.*
2. *The sequence and priority of the project development. Some projects are relatively independent stand-alone improvements such as the renovation or replacement of the existing terminal building/SRE garage, and relocating Runway 8-26 to the south. Other projects, such as the construction of the new Runway 15-33 to B-II design standards, will require the construction of parallel taxiways and the closing of the existing Runway 15-33. The existing Runway 15-33 pavement is in poor condition and is programmed to be partially rehabilitated (primarily maintenance) in the fall of 2015. The runway is programmed to be rehabilitated in 2019, after which it is anticipated to have a design life of approximately 10 years (until 2029). The new Turf runway, parallel to Runway 15-33, will be constructed when the new Runway 15-33 is built.”*

Meadowlake airport master plan not County Master Plan updates- clarify through put application.

Section needs updating

(f) The need for the Project, including a discussion of alternatives to the Project that were considered and rejected; existing/proposed facilities that perform the same or related function; and population projections or growth trends that form the basis of demand projections justifying the Project.

[P] ~~The Master Plan~~ is submitted for County review in accordance with federal and state directives. Meadow Lake is designated by the FAA as a Regional General Aviation Reliever Airport (for the Colorado Springs Municipal Airport (COS)). As COS and its Commercial Aeronautical Zone (CAZ) continue to grow with large commercial, corporate and military traffic, the significance of Meadow Lake to relieve the general aviation congestion will also continue to grow. It is imperative to be proactive in planning for future growth of this facility.

The Federal Aviation Administration requires NPIAS airports to provide a Master Plan in accordance with the following directives:

- “Airport Master Plans” (Advisory Circular 150/5070-6B) . . . [reference (r)]
- “Airport Improvement Program Handbook” (FAA Order 5100.38D) [ref (x)]
- “FAA Airport Compliance Manual” (FAA Order 5190.6B) . . [reference (z)]

The Meadow Lake Airport Master Plan contains the following:

Chapter 3 FORECAST OF AVIATION DEMAND

“Projecting future demand is a critical element in the Airport Master Plan (AMP) process since many projects and recommendations within the master plan are based upon aviation activity demand forecasts. As noted in FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans:

“Forecasts of future levels of aviation activity are the basis for effective decisions in airport planning. These projections are used to determine the need for new or expanded facilities. In general, forecasts should be realistic, based upon the latest available data, be supported by information in the study, and provide an adequate justification for airport planning and development.”

The FAA requires their approval of the terminal aviation forecast (TAF) used in airport master plans. This approval is enclosed at Enclosure 6b.

A description of growth alternatives was presented in Paragraph (d) above.

The forecast capacity demands are discussed in Paragraph (h) below

[F] Expansion of the airport is considered with respect to operational capacity and forecasts for growth. The “2011 Colorado Aviation System Plan” established the following benchmark:

“For airports in Colorado to effectively serve their customers, they should have adequate operational capacity. The system plan benchmarked the annual operational capacity of each airport to current and future total annual aircraft landings and takeoffs. This was accomplished using each airport’s

airport’s land; an

Projections of aviation demand were developed to support activity benchmarking. Activity recorded in 2005 and 2010 was a major building block to develop projections for various demand components. The critical component considered in the demand/capacity analysis was each airport's total annual operational estimate."

"The FAA recommends that when annual demand saturates 80 percent of an airport's ASV, steps should be taken to address operational capacity shortfalls. The system plan includes a target to have all airports operating under 80 percent demand/capacity ratio. No airports in the Intermediate or Minor categories reached critical demand/capacity thresholds in 2000, 2005, or 2011."

(g) Description of relevant conservation techniques to be used in the construction and operation of the Project.

[P] Current operations of the airport are conducted in accordance with best practices for mowing and snow removal applicable at this time. There currently are no de-icing operations or storm water mitigation procedures in effect or required. . . . [Enclosure 13e]

The Master Plan review does not involve construction or any disruption of the current airport environment.

[F] Future expansion involving actual construction will include appropriate conservation techniques in accordance with local, state, and federal requirements, including a complete Environmental Assessment and conservation requirements per FAA regulations. [such as Reference (w)]

(h) Description of demands that this Project expects to meet and basis for projections of that demand.

"Capacity" of an airport is a consideration of the number of based aircraft and annual "operations" (take-offs, landings and "touch & goes"). At airports with operating air traffic control tower, such as Colorado Springs, tower personnel (controllers) keep an hourly record of clearances issued. At "uncontrolled" airports, such as KFLY, pilots coordinate directly with each other without the assistance of a control tower. At these facilities, there are no records kept of take-offs and landings, so data of annual operations are an estimate.

The FAA sponsors the "National Based Aircraft Inventory Program" for the 2,949 airports enrolled in the NPIAS as non-Primary airports. Meadow Lake participates in this program by conducting an annual census with our membership. The current list shows over 450 aircraft of all types based at KFLY (flying, under construction or repair, or awaiting restoration). The FAA does not consider gliders, ultralights, or non-operational aircraft, so the current FAA 5010 Airport Master Record shows 394 based aircraft as of 09/08/2022. (Note: only 106 airports in the program have more than 200 aircraft!) . . . [Enclosure 15d(1)]

With these numbers as a basis, the factors listed below are used to forecast growth and needs of the airport for the future.

[P] The Meadow Lake Airport MASTER PLAN STUDY [Reference (b)] was drafted and submitted in accordance with FAA requirements of the Airport Improvement Program and other published policies and regulations.

[F] The Master Plan (and FAA Terminal Area Forecast) include:

Relevant Factors at Meadow Lake Airport

- Home building, flight training, glider activity is strong
- Military/CAP training & transient traffic at FLY has fluctuated over the years but still strong
- El Paso County population, employment, and income growing – outlook strong
- Most based aircraft owners also home/hangar owners & members of MLAA – long term commitment
- FLY is a GA reliever to COS Airport
- FLY used regularly for training by a variety of military units, CAP, and non-based aircraft
- A large percent of traffic at FLY by homebuilts & antique aircraft
- Some noise complaints, but no noise abatement procedures or curfews

Factors Driving Activity Growth at Meadow Lake Airport

- County-wide population & employment growing
- Airport easily accessible
- Airport can accommodate variety of GA aircraft
- Multiple airport services available
- GA reliever to Colorado Springs (COS)
- Very price competitive (hangars, fuel, tiedowns)
- Room for additional aprons & hangars
- Resource center for GA aircraft maintenance & homebuilts
- Stable/proactive airport management
- Pro-active outreach programs such as AEFCO, Young Eagles, Falcon Aero-Lab, CAP Cadet program, etc

KFLY – Preferred Forecast

<u>Year</u>	<u>Based Aircraft</u>	<u>Operations</u>
current	393	65,813
2022	403	70,21
2027	413	74,848
<u>2037</u>	<u>434</u>	<u>85,748</u>
2018 – 2034	+ 10.4 %	+ 30.3 %

"The Airport Master Plan is being submitted to support the approval of the 1041 requested to expand airport." add text

(i) **List of adjacent property owners and their mailing addresses.**

... [Enclosure 13a(3)]

2.303 (6) PROPERTY RIGHTS, OTHER PERMITS AND APPROVALS.**(a) *Description of property rights that are necessary for or that will be affected by the Project, including easements and property rights proposed to be acquired through negotiation or condemnation.***

The current operation of the airport and aircraft taking off and landing is protected by state and federal regulations. The following statutes apply:

- C.R.S. 41-1-107. Ownership of space. “The ownership of space above the lands and waters of this state is declared to be vested in the several owners of the surface beneath, subject to the rights of flight of aircraft.” . [see Encl 4a]
- C.R.S. 43-10-113. Safe operating areas around airports - establishment.
 - (1) “The general assembly hereby declares commercial service airports, public airports, reliever airports, as defined in 49 U.S.C. sec. 47102, and the land areas surrounding such 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 authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77.” [Enclosure 4b]
- 49 U.S. Code 40102. Definitions. “Navigable airspace” means airspace above the minimum altitudes of flight prescribed by regulations under this subpart and subpart III of the part, including airspace needed to ensure safety in the takeoff and landing of aircraft.” [Enclosure 5a]
- 14 CFR 91.119 – Minimum safe altitudes: General. “Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: (a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface; (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal within a horizontal radius of 2,000 feet of the aircraft; (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.” [Enclosure 5c]

Runway Safety Area and Runway Protection Zones are discussed in the Meadow Lake Airport Master Plan at Section 4.2.8:

“The Runway Safety Area (RSA) enhances the safety of aircraft which could undershoot, overrun, or veer off the runway, and provides greater accessibility for firefighting and rescue equipment during such incidents.”

“The Runway Protection Zones (RPZ) is designed to provide additional protection for people and equipment on the ground.”

Existing Airport Facilities” depicts current Runway Safety Areas and Runway Protection Zones (formerly referred to as “Runway Clear Zone”) for Meadow Lake Airport. All RSAs and RPZs for the three KFLY runways are on MLAA

property except the RPZ for the north end of Runway 15-33 and a portion of the east end of Runway 8-26. A "Clear Zone Easement" was obtained for the upgrade of the primary runway (15-33) in 1990 [Enclosure 13b(3)(b)] and a purchase of the property by the MLAA is currently under negotiation.

Avigation Easements have been filed on many properties having access to and/or immediately adjacent to Meadow Lake Airport. Generally, these documents advise the property owners that the property is within the influence area of the airport and in addition to conveying the overflight of aircraft, the property may be subject to noise, vibration, and all other effects cause by the aircraft taking off and landing at the airport. A "standard" Meadow Lake Airport Avigation Easement has been developed for future use with developments in the Meadow Lake Airport Influence Area. [Enclosure 13b(3)(a)]

The private properties south of Falcon Highway do not have an Avigation Easement. In consideration of this, the Meadow Lake Airport Glider Operations Procedures direct the tow plane operators to turn west upon reaching Falcon Highway so as to not overfly these properties. [Enclosure 13d(4)]

The Meadow Lake Airport "Environmental Assessment: Establishment of Turf Runway" [Reference (e)], Figure 5-5 depicts noise contours around Meadow Lake Airport's current runway configuration (15-33, 8-26 & 15G-33G).

Enclosure 13d(3) thru 13d(5) depict current Meadow Lake Airport Traffic Patterns. These are representative only. The actual ground path of the aircraft and radius of turn for each leg is a direct function of the speed of the aircraft and experience of the pilot.

The "FAA Airport Compliance Manual" requires that airport sponsors (MLAA) be obligated to "Airport Assurances" when accepting FAA AIP grants. Included in the 39 assurances, are requirements that the sponsor ensure coordination with appropriate authorities as follows: . . . [Enclosure 15c]

- Assurance #6. **Consistency with Local Plans.** ... "The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport."
- Assurance #7. **Consistency of Local Interest.** ... "It has given consideration to the interest of communities in or near where the project may be located."
- Assurance #21. **Compatible Land Use.** ... "It will take appropriate action, to the extent reasonable including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff or aircraft. ..."
- Assurance #29: **Airport Layout Plans.** ... "It will keep up to date at all times an airport layout plan of the airport ...".

Question- Does airport intend to continue to work with adj owners to obtain easements as expansion occurs? Please answer here.

this information is not relative to this 1041 question from this point to below could be deleted;

Delete this assurance from the 1041 application- Private property owners bring zoning requests forward- the County does not rezone private property

- Assurance #34. **Policies, Standards, and Specifications.** ... *“It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects ... and in accordance with applicable state policies, standards, and specifications approved by the Secretary.”*

The “2020 Colorado Aviation System Plan” provides the following:

... [Reference 14a, pages 4-18/19]

“Airport land use compatibility practices are designed to promote the safety of aircraft, their passengers, and the people and property on the ground, as well as mitigate the potential nuisance associated with overhead aircraft operations. The FAA has established airport compatible land use guidelines that consider the unique safety and noise issues inherent to incompatible development within the vicinity of an airport. The Transportation Research Board’s (TRB) Airport Cooperative Research Program (ACRP) Report 27: Enhancing Airport Land Use Compatibility, Volume 1: Land Use Fundamentals and Implementation Resources provides guidance to help protect airports from incompatible land uses that impair current and future airport and aircraft operations and safety. Volume 2: Land Use Survey and Case Study Summaries includes 15 case studies targeting a wide range of airports and land use issues covering a geographically diverse set of large commercial service, military, and GA airports. While airport land use compatibility guidelines are well established, the authority to codify into regulation and enforcement falls to the local level. An airport is faced with land use compatibility issues when development occurs in its vicinity that does not align with the best practices identified by the FAA and TRB, or when adjacent development simply leaves no space for the airport to expand. Land use incompatibility can lead to degraded airport operations, limited economic development opportunities, lost value of public investment, decline in transportation access, and increased safety risks.

Airports throughout Colorado report that they are losing the potential for growth because of encroachment from residential and commercial properties spurred by the state’s population increases and shifting migration patterns. Most notably, airports in the Front Range are simultaneously losing their ability to expand while facing increased pressure to meet the growing demands for aviation services in their region. Major developments planned for the Front Range include large residential growth around airports, which could in turn hinder their abilities to expand operations. As Centennial (APA) notes, “Continued robust economic activity will drive growth at Centennial for years to come but at a price: residential encroachment requires compatible land use planning to remain successful.” Lands surrounding Colorado Springs Municipal (COS) and Meadow Lake (FLY) airports are being rapidly converted to residential development, prompting significant concerns by the airports, CDOT Division of Aeronautics, and local government officials.

2020 is most update
and replaces 2011

Local governments can take an active role in land use planning and control by enacting and enforcing airport-compatible height and land use zoning. Colorado Revised Statutes (CRS) Section 43-10-113, Safe Operating Areas Around Airports – Establishment directs government agencies with zoning and building permit authority to protect land areas from height obstructions into navigable airspace as defined in 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace. CRS Section 43-10-103, Division of Aeronautics – Duties, directs CDOT Division of Aeronautics to assist the FAA and local governments in identifying and controlling these potential obstructions. Airports can also access SIB Loan Program funds to acquire land to protect from incompatible land uses.”

The “2011 Colorado Aviation System Plan” provided the following description of the Airport Master Plan and the FAR Part 77 Surfaces:

2.5.1 Airport Master Plan/Layout Plan

“Information regarding the current status of planning documentation at Colorado system airports is depicted in Table 2-4. The table includes the date of each airport’s most recent master plan, anticipated date for their master plan to be updated, and whether the current master plan/Airport Layout Plan includes an FAR Part 77 airspace drawing. Airports included in the NPIAS must have a current airport master plan or airport layout plan that has been approved by the FAA to be eligible for federal funding. Additionally, only projects shown on a current and approved airport layout plan are eligible for FAA funds. The airport master plan is a report that documents the airport’s long range planning process, while the Airport Layout Plan (ALP) is a set of drawings that actually depicts recommendations that are a result of the planning process.”

2.5.2 FAR Part 77 Surfaces

“Federal Aviation Regulations (FAR) Part 77 define the standards for determining obstructions in the vicinity of an airport or within its airspace. Part 77 defines the airport’s imaginary surfaces, which are geometric shapes that are in relation to the airport and each associated runway. The slope and dimension for the imaginary surfaces for each runway at each airport are based on the category of existing and future approaches for each runway. Exhibit 2-2 depicts the FAR Part 77 surfaces.

FAR Part 77 imaginary surfaces are defined as follows:

- Primary Surface - The Primary Surface is an imaginary obstruction-limiting surface that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are a function of the type of approach, existing or planned for each runway.
- Approach Surface - The Approach Surface is an imaginary obstruction-limiting surface that is longitudinally centered on the extended runway centerline and extends outward and upward from the primary surface at

each end of a runway at a designated slope and distance based upon the type of available or planned approach to each runway.

- Horizontal Surface - The Horizontal Surface is an imaginary obstruction-limiting surface that is specified as a portion of a horizontal plane surrounding a runway that is located 150 feet above the established airport elevation. The specific horizontal dimension of this surface is a function of the type of approach, existing or planned, for the runway.
- Conical Surface - The Conical Surface is an imaginary obstruction-limiting surface that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- Transitional Surface - The Transitional Surface is an imaginary obstruction-limiting surface that extends 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.

The runway approach surfaces overlay the Runway Protection Zone (RPZ); the RPZ is a trapezoidal shaped area off each runway end which is designed to improve the protection of people and property on the ground. The dimensions of the RPZ are determined from the design aircraft, operational types, and approach visibility minimums. The approach zone and RPZ standards get progressively larger as the approach type moves from visual, to non-precision, and then to precision."

2.5.3 FAR Part 77 Zoning Ordinances

"In addition to the approach surfaces mandated by the FAA, local communities may also implement land use zoning and local height restrictions around airport property. Ordinances such as these can serve to protect encroachment from incompatible land uses or obstructions to the airport's airspace. One of the assurances that an airport owner/sponsor signs when they accept a federal grant is to protect the airport from encroachment that may limit the airport's expansion or operation. Table 2-4 indicates which Colorado system airports have FAR Part 77 drawings and/or local land use or height restrictions."

[F] FAR Part 77 Adoption. Directives from the state and county directing/adopting the Meadow Lake Airport Part 77 implementation are already in place. The MLAA stands ready to work with the County Planning and Community Development Department in drafting appropriate zoning or land use regulations.

C.R.S. 43-10-103. Safe operating areas around airports - establishment

(1) "The general assembly hereby declares commercial service airports, public airports, reliever airports, as defined in 49 U.S.C. sec. 47102, and the land areas surrounding such 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."

(b) List of all other federal, state and local permits and approvals that will be required for the Project, together with any proposal for coordinating these approvals with the County permitting process. Meadowlakes

[P] ~~Master Plan Approval.~~ CDOT/Aeronautics and the FAA Denver Airport District Office (ADO) have reviewed the Master Plan and approved appropriate sections. Implementation of the Plan and Compatible Land Use concepts will require additional coordination and approval with County resources.

[F] ~~Implementation of the expansion depicted in the Master Plan will require, at a minimum:~~

- Master Plan Update indicating need for expansion runway (with County, State, FAA approvals)
- Update and approval of Capital Improvement Plan (CIP) indicating funding for design & engineering, and construction of expansion runway (usually 3-5 years prior to planned construction)
- Submission and approval of grant applications for design, engineering and Environmental Assessment and construction
- Submission and approval of 1041 Update for Expansion of the Airport

(c) Copies of relevant official federal and state consultation correspondence prepared for the Project; a description of all mitigation required by federal, state and local authorities; and copies of any draft or final environmental assessments or impact statements required for the Project.

Appendix B (with enclosures) is the El Paso County application for 1041 Permit

Meadow Lake Airport "Environmental Assessment – Establishment of Turf Runway" [Reference (i)] was funded by a CDoT grant, prepared for and approved by the FAA, and submitted to El Paso County for extension of the Meadow Lake GA-O and relocation of the Turf Runway in 2013, and contains appropriate environmental data for the entire airport.

[P] This Master Plan update had been prepared and approved in accordance with federal and state directives and guidelines. Correspondence approving components of the Master Plan and the ALP are enclosed. [Enclosure 6]

[P] The Master Plan Update is herein submitted for approval and adoption by El Paso in accordance EPC Land Development Code, Appendix B guidelines. Correspondence from state and FAA officials is also enclosed. . . . [Enclosure 6]

[F] Implementation of the expansion depicted in the Master Plan will require additional engineering and documentation, including environmental studies required by FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions" [Reference (w)]

delete all references to this Master Plan- this is a 1041; the airport has submitted the airports master plan as supporting evidence to support the approval of the 1041; The County is not adopting the airport master plan with the 1041; the County would be approving the site selection and planned expansion.

delete the County is not adopting or implementing airports Master Plan; this is a 1041.

work in the row maybe required sat time of construction please acknowledge

2.303 (7) LAND USE.

- (a) ***Provide a map at a scale relevant to the Project and acceptable to the Department describing existing land uses and existing zoning of the proposed Project area and the Project service area, including peripheral lands which may be impacted. The land use map shall include but need not necessarily be limited to the following categories: residential, commercial, industrial, extractive, transportation, communication and utility, institutional, open space, outdoor recreation, agricultural, forest land and water bodies. Show all special districts (school, fire, water, sanitation, etc.) within the Project area***

. . . [see Area Zoning Maps at Enclosure 13a(4)]

There are mixed land uses in the vicinity of Meadow Lake Airport, including residential, roadways, open space, and commercial. Local state, and federal government agencies have as one of their stated goals to promote the safety, health, and welfare of citizens, and the FAA has actively promoted this goal by defining land uses both on and adjacent to airports that are compatible with aviation activity. The FAA acknowledges that airport sponsors have very limited control over off-airport land uses, but the FAA expects sponsors to work with local communities to promote compatible land uses that benefit both airport users and surrounding residents by adopting appropriate zoning ordinances, and where appropriate, acquiring property and undertaking soundproofing.

As noted previously, many members of the Meadow Lake Airport Association reside on private properties in the vicinity of the runway complex at KFLY (“Residential Through-The-Fence”). Most of the home owners are pilots and/or aircraft owners, and therefore aircraft noise is not an issue for them.

There are also residential areas in the vicinity of the airport that are owned by non-pilots or aircraft owners, and are therefore more sensitive to aircraft noise. Residential and commercial development has occurred in the vicinity of Meadow Lake Airport, and El Paso County anticipates that type of development will continue to expand outward from the Colorado Springs metropolitan region along the U.S. 24 corridor.

The “*Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway*” [Reference (e)] contains the following:

4.2.4 Compatible Land Uses

“The compatibility of land promotes the safety, health, and welfare of both airport users and surrounding neighbors for protecting airspace and ensuring appropriate use of land within and surrounding airport property boundaries. General speaking, noise impacts and safety generated by airports and aircraft operations are primary considerations in land use planning around airports. Typically, development actions that may change aviation noise impacts and land uses include fleet mix changes or the number of operations, air traffic changes, and new approaches. Noise impacts are discussed thoroughly in Section 4.2.12. In addition to the effects of noise on land compatibility, the

FAA requires the analysis of compatibility of land uses in the vicinity of an airport to ensure safe aircraft operations can continue, as well as the protection of defined airspace around airports like FLY.”

The zoning surrounding FLY is maintained by El Paso County and is depicted in Figure 4-2. The zoning designations, as defined in the El Paso County Land Development Code, Chapters 3 and 4, surrounding the airport are:

- **A-35: Agricultural District.** *The A-35 zoning district is a 35-acre district primarily intended to accommodate rural communities and lifestyles, including the conservation of farming, ranching and agricultural resources.*
- **RR-2.5: Residential Rural District.** *The RR-2.5 zoning district is a two and a half-acre district intended to accommodate low density, rural, single-family residential development.*
- **RR-5: Residential Rural District.** *The RR-5 zoning district is a five-acre district intended to accommodate low density, rural, single-family residential development.*
- **R-4 (Obsolete):** *The R-4 district is established to provide more flexibility and latitude of design; to provide for a greater variety of principal and accessory uses in the development of land; to address the advantages resultant from technological change; and, to encourage initiative and creative development of parks, recreational, open space, and other selected secondary uses.*
- **PUD: Planned Unit Development.** *The PUD district is a versatile zoning mechanism to encourage innovative and creative design and to facilitate a mix of uses, including residential, business, commercial, industrial, recreational, open space, and other selected secondary uses.*
- **Avigation Easements** - *the term avigation is an abbreviation for ‘aviation navigation’ easements. The MLAA has a number of easements that allow the right of aircraft operations and over-flight.*
- **GA-O: General Aviation Overlay District.** *The GA-O district is intended to apply to the land within and surrounding airports to protect those airports using non-instrument runways for GA purposes. The MLAA is working with El Paso County to designate FLY as a Reliever airport in the County’s Annex B, current with its current FAA role.*
 - **Use Restrictions:** *No building or land may be used and no building may be erected, converted, or structurally altered except in accordance with the following requirements:*
 - Meadow Lake Airport GA-O Uses.** *The following uses are allowed in the non-residential area of the FLY included in the GA-O district, in addition to those uses allowed in the underlying base zoning district:*
 - 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 related businesses*

Currently Airport properties are zoned as R4 and RR-5 with a GA-O District encompassing most of the airport. Residential zoning designations in the vicinity of an airport have the potential to be compatible with aviation uses; however, these areas are also included in the General Aviation Overlay District, which maintains compatible land use on and around the Airport.

- (b) All immediately affected public land boundaries should be indicated on the map. Potential impacts of the proposed development upon public lands will be visually illustrated on the map as well as described in the text.**

The only known effect to public lands are overflight of roads & highways, the Rock Island Regional Trail, and occasional overflight of the Falcon Regional Park.

↑ Include nearby Roads, Hwy 24, Curtis, Judge Orr & Eastonville
 The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (f)] contains the following: ↗ delete the following text and provide the map per the question

Para 4.2.5 U.S. Department of Transportation Act: Section 4(f)

~~“The Department of Transportation (DOT) Act, Section 4(f) provisions commonly govern impacts in this category; however, it was recodified and renumbered as Section 303(c) or 49 U.S.C., which provides that the Secretary of Transportation will not approve any program or project that requires the use of any public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land from a historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from such use. This section will continue to refer to Section 4(f) as the criteria Reference 4(f) as the criteria referenced.”~~

4.2.5.1 Existing Conditions

~~FLY is located in an area that is primarily considered a rural area. Table 4-1 depicts the Section 4(f) properties located within a 5 mile radius of FLY. The nearest identified Section 4(f) property is Falcon Day Care (<http://www.falcondaycare.com>), located approximately 0.4 miles southwest of the Airport”~~

(c) Specify whether and how the proposed Project conforms to the El Paso County Master Plan

The "El Paso County Policy Plan" [Reference (k)], stated the following:

9.0 Transportation.

"Aviation planning in this region is also based upon a federally mandated Airport which shares Force Base, being the Springs Airport have Additionally, there are the County, each with

2) Parks Master Plan (need to generally address), and 3) the Master Plan for Mineral Extraction (also need to generally address) 4) Water Master Plan.

Re write this section using the current 1)EPC Master Plan- there are no small areas plans and there is no policy plan.<https://planningdevelopment.elpasoco.com/#1510603950097-f5d985dc-35b2>



"As of January 1, 1998 the following documents are all adopted elements of the El Paso County Master Plan:

A. Small Area Plans:

9. Falcon/Peyton Comprehensive Plan (1993)

B. Topical Elements:

5. Meadow Lake Airport Part 77 Study (1990)"

The "Meadow Lake Airport Part 77 Study" was based on the primary runway that still exists today (15-33) and the crosswind (8-26) and is the basis for the 2018 Master Plan Update (MPU). The 2018 update also includes Part 77 airspace for the new Turf Runway (15G-33G) and the requirements for future runways when that growth plan becomes relevant.

The first County plan to address Meadow Lake was the "Falcon/Peyton Comprehensive Plan (1993)", updated in 2007-2008 and superseded by the "Falcon/Peyton Small Area Master Plan" [Reference (j)]. With respect to Meadow Lake, it provides the following in Chapter 3, Goals and Principles:

Section 3.5 Transportation:

"Enhance the future role of Meadow Lake Airport through the recommendation of compatible land uses."

It provided further guidance in Chapter 4, Future Land Use Plan:

Section 4.4.3 Meadow Lake Airport Area

"The Meadow Lake Airport area includes the airfield, associated airfield support and industrial areas, and the extent of the area influenced by the airport noise and safety zones.


4.4.3.1 Recognize the economic and safety importance of the Meadow Lake Airport and encourage compatible land uses within and around the facility.

4.4.3.2 Promote the Airport property as a center for mixed use commercial, business airport-compatible residential uses under the assumption

that urban services uses including industrial uses which are compatible with Airport operations and surrounding residential areas will ultimately be extended to the property

4.4.3.3 *Encourage effective notice of Airport operations and impacts to adjoining property owners, preferably in advance of purchase and development of these properties*

4.4.3.4 *Recognize the Meadow Lake Airport area as an appropriate location for non-residential”*

“Your El Paso County Master Plan” (2021) [Reference (h)], includes the following:  *this is the current plan*

Employment Priority Development Areas (page 71)

Meadow Lake Airport

“Meadow Lake Airport is the largest airport in unincorporated El Paso County and serves as a reliever to Colorado Springs Airport. Although privately owned, public use allows for commercial flights in and out of the airfield regularly. The facility has expanded significantly since its establishment in 1966 with more than a dozen industrial and manufacturing businesses on the property. As an airport, Meadow Lake has excellent distribution opportunity for its companies but its location on Highway 24 further strengthens access to the rest of the region, state and country.

The Airport is seeking to further increase the number of business on its property and is even implementing a Disadvantaged Business Enterprise (DBE) Program to help disadvantaged business establish themselves at Meadow Lake.

- *The County should consider prioritizing the Airport for new employment uses to capitalize on the existing distribution network.*
- *Light and heavy industrial should be the primary businesses in this area.”*

Note: Development of this County Master Plan did not include coordination with the MLAA.

- There are no commercial flights into or out of Meadow Lake. The only flight operation that could remotely be considered commercial would be Children’s Hospital Flight Team that stages out of KFLY 4-6 times month with patients for the new hospital. The grass roots nature of this airport and Runway Design Group 1 is too small for any commercial operation of consequence at this time.
- There is no existing distribution network at Meadow Lake.
- DBE is part of the federal grant programs for infrastructure projects being constructed at Meadow Lake. It is not an overt business effort by the MLAA. The MLAA does not promote businesses of **ay king**, and actively discourages non-aviation businesses.

delete this- this is 1041 application not a sound board (it may not be accurate either) The entire County was able to participate in the Master Plan over a 2 year period. There were multiple neighborhood meetings, and open houses asking for input.

- Commercial businesses and Light industry are considered to be compatible operations around a General Aviation airport. Heavy Industry is NOT a compatible land use near the airport.

Transportation & Mobility: Airports (page 88)

Meadow Lake Airport

“The Meadow Lake Airport Association is a nonprofit corporation that owns and operates the Meadow Lake Airport. Located just to the east of Falcon, off Highway 24, Meadow Lake is a public use airport and a general aviation reliever airport for COS. It is the largest privately owned airport in Colorado. There are several aviation-related businesses on the airfield including flying schools and aircraft maintenance facilities.

Meadow Lake Airport Master Plan

The 2015 Meadow Lake Airport Master Plan, adopted by the Meadow Lake Airport Association, provides a comprehensive list of future development projects that include airside development such as replacement of the existing terminal building/SRE storage garage. Proposed projects bring the Airport facilities in compliance with ADA requirements and facility modernization to maintain FAA certification. Meadow Lake Airport is an important economic driver for unincorporated El Paso County. A reassessment of facility needs and compliance should be undertaken as projects in the current Meadow Lake Airport Master Plan near completion.”

Notes: if you would like to request a new building add it to the 1041 request it has no bearing on the Countys Master Plan.

- There is no plan to replace a “terminal building”, since KFLY did not have a terminal building when this County Master Plan was drafted and approved. The former American Aviation property was purchased during the summer of 2021 and the office annex to the hangar building was remodeled into the “Rudy Welch GA Terminal” (and flight school who serve as the KFLY FBO manager).
 ↗ Reference a map depicting the future improvements
- A new SRE (Snow Removal Equipment) Storage & Maintenance building is scheduled to be constructed during 2023 with FAA funding.
- There is no FAA certification for general aviation airports. Part 139 Certification applies to commercial service airports, such as COS.

(d) Specify whether and how the proposed Project conforms to applicable regional and state planning policies.

With respect to social planning objectives: the “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.14 Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks

Please delete below text it does not answer the question and address the PPACG (regional) plan; Regional and State master plans not the FAA. Please include a discussion of such policies and “whether and how the proposed Project conforms” to the policies. With regard to regional planning documents, the Pikes Peak Area Council of Governments Regional Water Quality Plan among other documents and plans. The Plan can be found at:

<http://www.ppacg.org/water-quality-plan/>

Please address “whether and how the proposed Project conforms” to the policies in the Plan.

"49 CFR part 24, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, regulates the acquisition of real property or displacement of persons as a result from Federal projects and projects involving federal funding. Principal social impacts to be considered are these associated with relocation or other common disruption, transportation, planned development, and employment.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and the accompanying Presidential Memorandum, and Order DOT 5610.2, Environmental Justice, require public involvement by minority and low-income populations and analysis, including demographic analysis, that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse.

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks directs federal agencies, as appropriate, to make priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.

Airport development actions have the potential to create social impacts, health and safety risks to children and socioeconomic impacts to include moving homes or businesses; dividing or disrupting established communities; changing surface transportation patterns; disrupting orderly planned development; and creating a notable change in environment."

4.2.14.1 Existing Conditions

"The demographic information and social profile for the affected environment gives a relevant idea of the economy of the region surrounding the airport. The population and unemployment history for the City of Falcon and Peyton have not been consistently recorded over the past 20 years; therefore, the population and unemployment history for this demographic profile uses data from the City of Colorado Springs, El Paso County, and the State of Colorado."

With respect to aeronautical planning standards, the Airport Master Plan (AMP) and Airport Layout Plan (ALP) are developed and used by local, state and federal authorities to establish a base line for the current airport facility and project growth potential to accommodate future needs. They serve as the basis for the Capital Improvement Plan (CIP) for annual expenditures to maintain and improve the capital infrastructure of the airport.

At the time that this Master Plan update was prepared, the "2011 Colorado Aviation System Plan" the current state reference for established Performance Measures to determine how the Colorado airport system was performing, and each airport's contribution. Meadow Lake fell short in three benchmarks:

- Primary Runway PCI (Pavement Condition Index) ...
(accomplished with the 2018-2019 Runway reconstruction project)

2020 or 2011 which
one are you using

- this language has no relevance to the PPACG plan
- Airport Not Meeting Part 77 Benchmark ... (a follow-on objective of this 1041 submission)
 - Intermediate Airports Needing Published Approach ... (under development by the FAA and planned for publication in 2023)

The "2020 Colorado Aviation System Plan" [Reference 14(a)] is the current reference for Performance Measures. This reference establishes Facility and Service Objectives (FSOs) for each airport classification and provides an "Airport Report Card" for each airport to project needs and costs. The Performance Measures (PMs) will guide Meadow Lake CIP planning for the next few years. Meadow Lake was evaluated as follows: [Encl 14a(1)]

<u>Airfield</u>	<u>objective</u>	<u>remarks</u>
• ARC	B-II	AMP future runway
• Runway Length	iaw Master Plan	reconstructed 2019
• Runway Width	75 ft	AMP future runway
• Runway Strength	30,000 lbs	AMP future runway
• Taxiway	full parallel	reconstructed 2019
• Runway Markings	Non-precision	updated 2019
<u>Lighting/NavAids</u>		
• Approach	Non-precision	scheduled for Feb 2023
• Visual Aids	need REILs	scheduled for fall 2022
• Runway Lighting	MIRLs	acceptable (future upgrade)
• Weather Reporting	AWOS	acceptable
<u>Airport Facilities</u>		
• Terminal (GA)		property purchased & building remodeled (2021)
• Apron Tie-downs		(CIP 2026?)
• Hangars		
• SRE Building		scheduled for 2023
• Electric Vehicle Charging		
• Perimeter Fence		partial, add'l planned 2022
<u>Services/Other</u>		
• Jet A Fuel		
• AvGas Fuel		acceptable
• Aircraft De-icing		
• Courtesy Car		now available
• Sustainability Plan		under development
• Restroom (24 hour)		now available
• Cell Phone Service		acceptable
• Airport Layout Plan		current (updated 2019)
• Wi-Fi Service		now available

(e) Specify whether and how the proposed Project conforms to applicable federal land management policies.

The Master Plan Update was drafted and reviewed in accordance with the provisions and requirements of the following federal Reference documents:

- (r) FAA Advisory Circular 150/5070-6, “*Airport Master Plans*”
- (s) FAA Advisory Circular 150/5100-14, “*Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects*”
- (t) FAA Advisory Circular 150/5100-17, “*Land Acquisition and Relocation Assistance for Airport Improvement (AIP) Assisted Projects*”
- (u) FAA Advisory Circular 150/5190-4B, “*Airport Land Use Compatibility Planning*”
- (v) FAA Advisory Circular AC 150/5300-13, “*Airport Design*”
- (w) FAA Order 5050.4, “*National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*”
- (x) FAA Order 5100.38, “*Airport Improvement Program Handbook*”
- (y) FAA Order 5100.39, “*Airports Capital Improvement Plan*”
- (z) FAA Order 5190.6, “*FAA Airport Compliance Manual*”

The Master Plan update has been reviewed and appropriate sections approved by the FAA Denver Airport District Office (ADO). [Enclosures 6b & 6f]

(f) If relevant to the Project design, describe the agricultural productivity capability of the land in the Project area, using Soils Conservation Service soils classification data.

The “*Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway*” [Reference (e)] contains the following:

4.2.6 Farmlands

“The Farmlands Protection Policy Act (FPPA) regulates federal actions with the potential to convert important farmland to non-agricultural uses. Important farmland includes all pasturelands, croplands, and forests considered to be prime, unique, or of statewide or locally important lands. “Prime” farmland can be defined as “land having the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimal use of fuel, fertilizer, pesticides, or products.” “Unique” farmland can be defined as “land that is used for producing high-value food and fiber crops with a special combination of soil quality, location, growing season, and moisture necessary to produce high quality crops or high yields of them economically.” Finally, farmland considered to be of statewide and local importance is defined as “land that has been designated as “important” by either a state government (State Secretary of Agriculture or higher office) or by county commissioners or an equivalent elects body.” The State Conservationist representing the Natural Resource Conservation Service (NRCS) must agree with the designation.”

4.2.6.1 Existing Conditions

“Land on and surrounding the Airport has not been mapped by the NRCS; however, it has been mapped by the American Farmland Trust (Trust), as depicted in Figure 4-3. The Trust defined “high-quality” farmland by combining the U.S. Department of Agriculture’s (USDA) “prime farmland” designation (land most suitable for producing food, feed, forage, fiber and oilseed crops) with the Trust’s unique farmland definition (land used to grow vegetables, grapes, and horticulture crops, including fruits, nuts and berries, that have unique soil and climatic requirements).

Because farmland conversion is taking place in every state, Figure 4-3 identifies high-quality farmland that is important relative to statistical benchmarks established for each state. In addition to identifying the most intense areas of high quality farmland conversion in the nation, Figure 4-3 also identifies where conversion was most intense within each given state.

The map designations were determined based on two threshold tests:

- 1. High-quality farmland included mapping units that in 1997 had greater than their statewide mapping unit averages of prime or unique farmland; and*
- 2. High development included mapping units that experienced a rate of development greater than their statewide mapping unit average, providing it had at least 1,000 acres developed between 1992 and 1997.*

Figure 4-3 highlights in dark green those mapping units with a greater percentage of high quality farmland than the average mapping unit within that state, a rate of development higher than the average mapping unit in the state, and more than 1,000 acres developed between 1987 and 1997. Mapping units shaded in light green exceeded the average amount of high quality farmland found in mapping units within their state, but they experienced a lower rate of development than the average mapping unit in their states, or had less than 1,000 acres of development. Dark green areas on the map signal rapid development and a potential threat to thigh quality farmland. One should take care in interpreting the map, remembering that high-quality farmland areas are relative to their state benchmarks.

FLY is located in an area designated as “Other” which does not display the characteristics of high quality farmland.”

- (g) Describe the probability that the Project may be significantly affected by earthquakes, floods, fires, snow, slides, avalanches, rockslides or landslides and any measures that will be taken to reduce the impact of such events upon the Project.**

- Earthquakes, floods, and fires are unlikely to occur or affect Meadow Lake operations any more than they would affect the surrounding community.

- The 500-year rainfall of 2015 did not appreciably affect airport surface operations (other than un-flyable airborne weather conditions).
- The MLAA has heavy duty snow removal equipment to reopen the airport after significant snow fall/blizzard events. With no scheduled commercial aviation operations and volunteer labor, we do not attempt to keep the airport open during winter weather events.
- The prairie topographic conditions are unlikely to sustain slides, avalanches, rockslides, or landslides.

(h) Specify if excess service capabilities created by the proposed Project will prove likely to generate sprawl or strip development.

None known at this time.

The Meadow Lake area is in a state sponsored commercial enterprise zone and an El Paso County designated “Employment Priority Development Area”. Proximity to the Meadow Lake Industrial Park could spur growth and development (such as the Commercial Aeronautical Zone at COS), but we are not aware of any such plans at this time.

(i) Specify whether the demand for the Project is associated with development within or contiguous to existing service areas.

The CDOT Report “2020 Airport Economic Impact Report – Meadow Lake(FLY)” states that Meadow Lakes total impact is 273 jobs, \$13.44 Million in payroll, \$20.87 Million in Value Added and \$45.01 Million in Business Revenues.

[see Enclosure 14b(1)]

2.303 (8) SURFACE AND SUBSURFACE DRAINAGE ANALYSIS.

Since there were no actual construction and landscaping measures contemplated, no surface or subsurface drainage analysis was accomplished outside of the Environmental Assessment requirements. Note: the 500-year rainfall of 2015 did not appreciably affect airport surface conditions in this area.

The following excerpt is from the “*Master Development Drainage Plan*” for *Meadow Lake Airport and Industrial Park Development Plan*” (2006) [Encl 13g(1)]

“There are three (3) major basins which the Meadow Lake Airport development lie within. Most of the site is within the Solberg Ranch Basin. Two (2) relatively small sub basins are within the Haegler Ranch Basin and drain off-site to the northeast. Another relatively small sub basin is in the Curtis Ranch Basin and flows off-site to the southwest. ...”

The following excerpt is from the “*Geotechnical Subsurface Exploration Program - Final Submittal*” dated November 20, 2014, conducted by Ground Engineering Consultants, Inc. and prepared for Jviation, Inc. in preparation for the 2019 runway reconstruction project:

Groundwater and Subsurface Drainage

“As previously stated, groundwater was encountered at depths ranging from approximately 5 to 8 feet below existing grades in some of the test holes during our exploration program. Groundwater levels can be expected to fluctuate, however, in response to annual and longer-term cycles of precipitation, irrigation, surface drainage, land use, and the development of transient, perched water conditions.”

[P] These are not addressed in the ~~Master~~ ^{Airport Master Plan?} Plan as it only relates to conceptual growth of the airport in the future. Prior drainage analysis was accomplished for the Meadow Lake Airport and Industrial Park PUD study in 2006. [Encl 13g(1)]

[F] Future expansion of the airport, or simple development of airport property, at some future time, may require site specific surface and sub-surface drainage analysis. Control and mitigation plans will necessarily be included as drainage away from aeronautical surfaces is critical. Construction plans must adhere to federal standards in place at the time of design and engineering of the project. Specific airport design details that must be considered can be found at Reference (v).

and summarize
please; what
improvements are to
be needed in general

2.303 (9) FINANCIAL FEASIBILITY OF THE PROJECT.**(a) Relevant bond issue, loan and other financing approvals or certifications.**

None applicable

How will the expansion be paid for? Is it financially feasible ?

(b) Business plan that generally describes the financial feasibility of the Project.

[P] This Master Plan was already completed with a Colorado Discretionary Aviation Grant in 2014. Submission of the Plan for County approval via this application is being funded by MLAA funds.

[F] The alternatives for future growth discussed in Paragraph 5b above are an FAA requirement under the Airport Improvement Program, which require Master Plans to show potential for growth if/when needed. However, construction of an expansion project such as the proposed runway described in the Meadow Lake Airport Master Plan, would be an estimated \$12-15M project and would necessarily require FAA "Discretionary Funds", as well as AIP "GA Entitlement" and CDAG funding. Under current FAA policy, private airports (such as Meadow Lake) are not eligible for Discretionary Grants.

Financial programs available to the MLAA are discussed in the Meadow Lake Airport Master Plan as follows:

Chapter 6 IMPLEMENTATION AND FINANCIAL PLAN**6.1.1 Development Plan Implementation**

"The implementation of the recommended development plan will be dependent on a number of factors including availability of funding; the environmental coordination, review, and compliance process; the actual rate at which aviation activity increases in the future that warrants additional capacity; among others. As a result, MLAA will need to continually review and update their Capital Improvement Plan (CIP), which they currently do in coordination with CDOT and the FAA, as well as monitor their aviation activity levels in relation to the forecasts of demand presented in this master plan."

6.5 IMPLEMENTATION PLAN

"In Colorado, airport development projects for general aviation are usually funded by several sources, including the FAA AIP, CDOT Aeronautics Discretionary Grant Program, Colorado State Infrastructure Bank (SIB) Loan Program, local (Airport and/or County) funding, and private investment. Both FAA and CDOT have acknowledged that their respective funding programs are insufficient to meet the needs identified by airport sponsors. However, both programs are heavily reliant on revenues from fuel sales, as well as enabling legislation passed by their respective legislatures."

NO this is a 1041 not approval of a master plan; Are the physical improvements feasible? How will they be paid for?

DELETE this it does not go to answer the question directly; it appears to be fill.

6.5.1 FAA Airport Improvement Program

"The FAA AIP was created by the Airport and Airways Act of 1982 to assist in the development of a nationwide system of public-use airports. AIP replaced the previous programs, including the Airport Development Program (ADAP) and the earlier Federal Aid to Airports Program (FAAP). AIP provides an increased level of funding, higher federal participation rate, and greater project eligibility. Amendments to the program since 1982 have consistently increased funding levels, participation rate, and eligibility.

The FAA AIP funding process involves two steps. The first step required inclusion of an airport in the National Plan of Integrated Airport Systems (NPIAS) to be eligible for funding. The NPIAS is an unconstrained list of airport needs in the United States, assisting Congress in authorization and appropriation of funds for AIP. The final NPIAS is a document presented to Congress every two years showing the status of airport needs across the country. Since the NPIAS is an unconstrained list of airports' need, the long-term list will contain development concepts that have a small likelihood of receiving AIP funding.

The second step in the process is inclusion of FLY's capital needs list in the FAA's Capital CIP. This is the constrained agency funding plan for a five year period, and is a continuously changing document. A general aviation airport, such as FLY, annually submits its CIP with new projects and project estimates to the FAA Denver Airports District Office (Denver ADO) so they can make updates to their five-year plan and the FAA Regional CIP. Each airport should receive feedback from the FAA regarding which of their projects have been included.

The AIP has limits on eligibility. Generally, grant eligible items include airfield and aeronautical related facilities, such as: runways, taxiways, aprons, lighting, and visual aids, as well as land acquisition, planning, and environmental tasks needed to accomplish the airport improvement projects. Most revenue producing items like hangars, fuel farms, and FBO facilities are not eligible for AIP funds. Additionally, equipment eligibility is limited to safety equipment such as Aircraft Rescue and Firefighting (ARFF) rucks and snow removal equipment (SRE). Mowers, earth moving equipment, and airport operations vehicles are not eligible for AIP funding. The FAA utilizes a priority system to rank development items. Generally, the smaller the airport and the farther that it is from the runway, the lower priority it receives (e.g. runways have priority over taxiways, which have greater priority than aprons, which have priority over roads, etc.). However, development or equipment or equipment required by rule or law has a high priority.

Historically, federal participation in the AIP was 90 percent of the eligible cost of airport projects, leaving the airport sponsor responsible for the other 10 percent. After September 11, 2001 Congress authorized increased federal participation from 90 percent to 95 percent because of the economic impact 9/11 had on local resources. On February 6, 2012, the Senate passed a four-

year (2012-2015) reauthorization and reform of the FAA Bill. The legislation decreases the federal participation on AIP grants back to the historical 90 percent.

In Colorado, CDOT Aeronautics has typically provided a grant for 50 percent of the sponsors share on AIP grants. The probable change to the AIP authorizing legislations will increase demands on CDOT funds, but there has been no indication that their support will be less than 50 percent of the sponsor share. All funding from State and Federal agencies must be for planning, design, construction, or pavement maintenance projects, and cannot be used to supplement the operating expense of the airport.

There are two types of AIP funds that Meadow Lake (FLY) may, or has received: entitlement and discretionary.”

6.5.2 FAA Entitlement Funds

“General aviation airports included in FAA’s NPIAS are eligible to receive an entitlement of \$150,000 per year. An airport can use entitlement funds on any eligible item; however, excessive use of entitlements on low priority work can have a negative effect on the FAA’s discretionary funding plans for that airport.”

6.5.3 FAA Discretionary Funds

“Approximately half of the AIP appropriations each year can be dispersed by the FAA at their discretion, rather than the fixed entitlement grants. The FAA has many priority programs they fund each year; for example, runway safety areas, runway surface treatments, and projects which improve overall system capacity (e.g. new runways at hub airports). General aviation airports compete best for discretionary funding for safety, security, and pavement preservation projects. As a designated reliever, FLY competes for different funding sources in relation to other GA airports that are not designated relievers.

FAA has indicated however, that as privately owned facility, FLY would not receive FAA discretionary grants. As noted previously, FAA has indicated verbally to the MLAA that FLY is not eligible for discretionary grants, however, that policy (i.e. statement) is contrary to the FAA AIP Handbook. As a designated reliever airport in FAA’s NPIAS, FLY is subject to the same conditions and benefits, including discretionary grants, as all other designated reliever airports in the NPIAS. This discrepancy should be cleared with the FAA.”

6.5.4 CDOT Aeronautics – Discretionary Aviation Grant Program

“Because Meadow Lake Airport is included in CDOT Aeronautics’ Aviation System Plan, it is eligible to receive state discretionary grants. Figure 6-3 depicts discretionary grants FLY received from CDOT between 2005 and 2015.

The State of Colorado was the last State in the Nation to establish a dedicated aviation branch of state government. In 1989 the Division of Aeronautics and the Colorado Aeronautical Board was created to support,

develop and maintain the Colorado Aviation System through taxes collected on aviation fuel sold within the state. There are no general funds used to meet the needs within the Colorado Aviation System, the needs are funded solely through the taxes collected by those actually using the aviation system.

CDOT published a White Paper on the state airport funding program, which is attached as an appendix. CDOT Aeronautics experienced a significant budget shortfall in their discretionary grant program in 2014 and 2015, which forced the agency to curtail some grants. CDOT has also indicated that the focus of their discretionary grant program through 2018/2019 will be on matching FAA grants vs. issuing stand-alone grants, as well as limit any grant amendments. CDOT personnel coordinated with each airport to review the impact of the funding shortfall and possible adjustments to CIPs.”

6.5.5 Private Investment

“Many airports, from small general aviation facilities to large hub commercial service airports, benefit from capital investment made by private parties. Private investment comes from a number of sources such as fixed base operators (FBO), aircraft owners and private hangar developers, aircraft and parts maintenance, repair, overhaul, and manufacturing, as well as non-aeronautical services such as restaurants, rental car companies, etc. Private investors relieve airport sponsors from having to make capital investments, which is particularly helpful for airports with limited capital resources.

The most common practice of for airport sponsors to negotiate land leases with the private entity/investor, upon which the private party constructs the improvements. In airport sponsor-tenant leases there are typically a number of clauses, including rate escalation, first right of refusal, right to review subletting, as well as reversion clause in which improvements made by private parties revert to airport ownership after a specified period, typically long enough for the private investor to amortize their costs.

The lease rates typically reflect the level of capital investment made by the private party. All leases must be consistent with the provisions of the FAA’s sponsor grant assurances, and the FAA also requires that some of the grant assurance provisions, such as fair and reasonable and non-discriminatory pricing, be applied to the airport tenants as well, even though they are private entities and not signatories to the grant assurances.

The FAA has established policies concerning the use and generation of airport revenue. Aeronautical lease rates are expected to recover aeronautical costs, but can be reduced if necessary to attract and retain commercial aeronautical services. Also, an airport can lease land which was not acquired with federal or state aid for non-aeronautical revenue production, as long as the development does not interfere with aeronautical activities.

The FAA’s policy concerning revenue generation requires that non-aeronautical leases be set at fair market value per FAA Policy and Procedures Concerning Use of Airport Revenue dated February 16, 1999. In

addition, lease terms cannot exceed 50 years, beyond which FAA has determined that an airport sponsor has given up their rights and powers which are required by the FAA grant assurances to be maintained by sponsors. FLY may employ the terms outlined above to ultimately realize its full development potential, especially as it relates to the significant amount of future hangar development shown on the ALP.”

2.303 (10) LOCAL INFRASTRUCTURE AND SERVICE IMPACT. *An impact analysis that addresses the manner in which the applicant will comply with the relevant Permit Application Review Criteria. The impact analysis shall include the following: description of existing capacity of and demand for local government services including but not limited to roads, schools, water and wastewater treatment, water supply, emergency services, transportation, infrastructure, and other services necessary to accommodate the Project within El Paso County.*

The County approved “Meadow Lake Airport Sketch Plan Report” contains the following:

1.6 School Districts

“The proposed airport and industrial park are situated within the jurisdiction of the Falcon School District #49. The proposed development will have little to no adverse affects upon the school district because no residential units are being proposed.”

Public and Private Services

Provide a Traffic Impact Study to address traffic generation, access and necessary improvements.

Not addressing the question. How does the expansion impact schools, roads fire districts, water wastewater capacity; what is needed to accomplish the expansion, have you begun to design? have you acquired water rights; is there tax revenue generated for schools?

[P] ~~The~~ Master Plan addresses the present and future airport aeronautical surfaces and capabilities. The present airport facilities have minimal impact on local infrastructure. Present support facilities are on private properties adjacent to the airport and are not addressed in the Master Plan. These properties are supported by private roads, electric & gas service, wells and IDS (septic/holding) systems, etc.

[F] Future expansion of the airport and aeronautical surfaces, as projected with the growth plans contained in the Master Plan, would be the result of and/or require increased development of facilities on the airport. These would necessarily require development of infrastructure to support them, i.e.; surface access (transportation/road systems), power (electric & gas), water-waste water-drainage, emergency services, etc.

Should address any current specific shortfalls that would be exacerbated with the planned expansion relating to roads, and county services. Power transmission upgrades, Crash, Fire, Rescue, water hydrants for fire suppression etc. Provide examples.

Transportation section should address ground access to the site from public roadways, any planned and necessary improvements.
Current access road is private non-standard private rural local road shared with aircraft. Access to airport is limited.
With future improvement to Judge Orr road local residential lots will need access to central public road.
Future expansion on the west side to the airport will impact existing residential area roads with are unimproved dirt/gravel roads. These will need to be upgraded

2.303 (11) RECREATIONAL OPPORTUNITIES. *Description of the impacts and net effect of the Project on present and potential recreational opportunities.*

[P] The current airport and Airport Master Plan afford significant opportunities for hobbyist aviators to develop and exercise their aviation interests. The airport was started by members of the Experimental Aircraft Association (EAA) Chapter 72 in 1965, who wanted to build their own hangars and aircraft to explore their desire to fly. Today, approximately 25% of the estimated 450 aircraft based at Meadow Lake, approximately 25% are experimental (home-built) aircraft.

The facilities of the airport support the experimental and certified aircraft in exploring their recreational interests all over the nation. It is not uncommon for aircraft based at Meadow Lake to travel throughout the Rocky Mountain region on any/every given weekend, and on longer trips throughout North America (including to/from both coasts, Alaska, and the Caribbean & Central American. And likewise, aircraft from all over the United States stop over at Meadow Lake.

Additionally, the present airport supports other aeronautical interests that are not supported at larger airports such as Colorado Springs. These include gliders, sail planes, weight-shift ultralights, and powered para-gliders, etc.

[F] Expansion of the airport to B-II will primarily benefit larger certified aircraft in regional/national transportation, but should not appreciably affect the experimental and other local recreational uses.

It should also be noted that the El Paso County Parks Master Plan [Reference h(2)] describes a future Judge Orr Secondary Regional Trail that crosses airport property along Cessna Drive, across the Crosswind Runway (08-26), through the Powered Paraglider OpArea and southbound across several fenced pastures. This would be a hazardous route for pedestrians as well as aircraft and is contrary to FAA guidance to separate the unwary general public from potentially dangerous aviation activities.

This is in reference to the community not just the airport. Is there trails? is there air shows open to the public? The airport exists in a larger community not a bubble.

2.303 (12) AREAS OF PALEONTOLOGICAL, HISTORIC OR ARCHAEOLOGICAL IMPORTANCE. Description of the impacts and net effect of the Project on sites of paleontological, historic or archaeological interest.

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.10 Historical, Architectural, Archeological, & Cultural Resources

“The National Historic Preservation ACT (NHPA) of 1966, as amended, establishes the Advisory Council on Historic Preservation (ACHP) and the National Register of Historic Places (NRHP) within the National Park Service (NPS). Section 110 of the NHPA governs the responsibilities of federal agencies to preserve and use historic buildings; designate an agency Federal Preservation Office (NPO); identify, evaluate, and nominate eligible properties under the control or jurisdiction of the agency to the National Register. Section 106 of the NHPA requires federal agencies to consider the effects of their undertaking on properties on or eligible for inclusion on the NRHP. Compliance with Section 106 requires consultation with the ACHP, the State Historic Preservation Officer (SHPO), and the Tribal Historic Preservation Officer (THPO) if there is a potential for adverse effects to historic properties on or eligible for listing on the NRHP. Consultation with other federal, state and local agencies, tribes, private sector, and the public may also be required.”

4.2.10.1 Existing Conditions

“The National Register of Historic Places lists one property within the vicinity of the Airport. The closest property to the Airport was the Black Squirrel Creek Bridge which was located approximately 4.7 miles northeast of the Airport. It has since been removed.”

According to the Native American Consultation Database there are five federally recognized Indian tribes or Native Hawaiian organizations with an interest to El Paso County, including:

- *Arapaho Tribe of the Wind River Reservation, Wyoming*
- *Cheyenne and Arapaho Tribes, Oklahoma*
- *Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana*
- *Northern Arapaho Tribe of the Wind River Reservation,*
- *Northern Cheyenne Indians of the Tongue River Reservation, Montana*

The County approved “Meadow Lake Airport Sketch Plan Report” contains the following:

“The approved Sketch Plan Report indicates that no historic or archeological sites were found within the proposed planning areas”

2.303 (13) NUISANCE. Descriptions of noise, glare, dust, fumes, vibration, and odor levels anticipated to be caused by the Project.

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

address missing potential nuisances-odor, fumes, vibration; there is more to the expansion than just the turf runaway

4.2.13 Noise

“Noise associated with airport activity is often a controversial topic and of specific importance to the FAA in examining a proposed action. Airport development projects that have the potential to change the airport runway configuration(s), aircraft operations and movements, aircraft types, or aircraft flight characteristics can change the future airport related noise levels. In order to accurately assess the existing noise levels and potential for change, the FAA developed a computer model that simulates aircraft activity and resulting noise at an airport.”

4.2.13.1 Noise Methodology

“The model, Integrated Noise Model (INM-Version 7.0c), produces a prediction of aircraft day/night noise levels (DNLs) and the potential for significant impacts. A significant noise impact would occur if noise sensitive areas were to experience an increase in noise of DNL 1.5 decibels (dB) or more at or above DNL 65 dB noise exposure when compared to existing conditions. When calculating DNLs, noise events that occur at night (between 10:00 pm and 7:00 am) are given a 10 dB penalty to account for the increased sensitivity during the night time hours.

This EA will provide noise exposure contours for DNL values of 65, 75, and 85 dBs. Areas within contour levels above 65 dB are considered by the FAA to be exposed to significant aircraft sound levels. The DNL contours developed for FLY consider the following:

- Aircraft arrival and departure profiles
- Runway layout
- Runway use
- Flight corridors
- Operational activity within each flight corridor
- Fleet mix and associated number of operations (for annual average 24-hour day)
- Distribution of operations between the daytime (7:00 am to 10:00 pm) and night time hours (10:00 pm to 7:00 am)

We rarely receive complaints about aircraft operations around Meadow Lake. The more common calls, are concerns about low flying aircraft throughout the County, not specifically at Meadow Lake, and usually explained. Concerns were raised during the Airport Overlay expansion for the Turf Runway about dust, noise, wild fires, etc., and we are not aware of any since the runway was placed into operation.

2.303 (14) AIR QUALITY. Description of the impacts and net effect that the Project would have on air quality during both construction and operation, and under both average and worst case conditions, considering particulate matter and aerosols, oxides, hydrocarbons, oxidants, and other chemicals, temperature effects and atmospheric interactions.

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.1 Air Quality

“The U.S. Environmental Protection Agency (EPA) is the oversight agency for the Clean Air Act (CAA), which, in addition to the NEPA is the predominant statute that regulates actions with the potential to affect air quality. The CAA established National Ambient Air Quality Standards (NAAQS) for six pollutants, specifically termed “criteria pollutants”. The potential air quality pollutants include: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM_{2.5} and PM₁₀), sulfur dioxide (SO₂), and lead (Pb).”

4.2.1.1 Existing Conditions

“In accordance with the CAA, all areas within the State of Colorado are designated with respect to the NAAQS as being in attainment, nonattainment, maintenance, or unclassifiable. An area with air quality better than the NAAQS is designated attainment, while an area with air quality worse than NAAQS is designated nonattainment. The Airport is located in El Paso County which is designated by the EPA as being in attainment for all criteria pollutants.”

4.2.2 Climate

“Greenhouse Gases (GHGs) are regulated under NEPA and the Council on Environmental Quality (CEQ). GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), as defined in Executive Order 12514 “Federal Leadership in Environmental, Energy, and Economic Performance”.

4.2.2.1 Existing Conditions

“Research has shown there is a direct correlation between combustion and GHG emissions. In terms of U.S. contributions, the General Accounting Office (GAO) reports that “domestic aviation contributes about 3 percent of total carbon emissions, according to EPA data,” compared with other industrial sources, including the remainder of the transportation sector (20 percent) and power generation (41 percent). The International Civil Aviation Organization (ICAO) estimates that GHG emissions from aircraft account for roughly 3 percent of all anthropogenic GHG emissions globally. Climate change due to GHG emissions is a global phenomenon, so the affected environment is the global climate. “

2.303 (15) VISUAL QUALITY. Description of the impacts and net effect that the Project would have on visual quality, considering viewsheds, scenic vistas, unique landscapes and land formations within view of the Project area.

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.11 Light Emissions and Visual Impacts

“Potential impacts due to light emissions or visual impacts associated with a federal action should be assessed. Considerations should be given to impacts on people and properties to determine significant impacts. Because of the relatively low levels of light intensity compared to background levels associated with most air navigation facilities and other airport development actions, light emissions impacts are unlikely to have an adverse impact on human activity or the use of characteristics of the protected properties. Visual and aesthetic impacts can be widely defined and are inclined to subjectivity. Public involvement and consultation with federal, state, and local agencies may help determine the extent of light emissions and visual impacts.”

4.2.11.1 Existing Conditions

“The existing lighting at FLY includes the runway lighting (medium intensity runway edge lighting on Runway 15/33) and lighting used for navigation. The navigational lighting includes a 4-light precision approach path indicator (PAI) on both runway ends of Runway 15/33. There are also other minimal lighting sources related to the parking lot areas, aprons and hangars.”

The County approved “Meadow Lake Airport Sketch Plan Report” contains the following:

“From this area there are broad sweeping views to the west and the Front Range. To the south the views are of open, rolling prairie. The visual impacts of this Unit are minimal with little development of a visually negative nature. This Unit, however, is also regarded as the most sensitive to visual intrusions due to these unobstructed views and the relative flat topography.

The Meadow Lake Airport acknowledges that view corridors to the west and the Front Range, as well as the visual quality of natural on-site resources are significantly valuable to the success of this development and its neighbors. Architectural guidelines for the design of industrial and commercial structures will stress the importance of protecting scenic vistas.

In addition, advertising signs and visually obtrusive development will be minimized, particularly along major transportation corridors. High profile transmission lines and billboards will be discouraged to protect the visual openness of this Planning Area.”

2.303 (16) SURFACE WATER QUALITY.

- (a) *Map and/or description of all surface waters relevant to the Project, including description of provisions of the applicable regional water quality management plan, and NPDES Phase II Permit and necessary El Paso County Erosion and Stormwater Quality Control Permit (“ESQCP”).***

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.15 Water Quality

“The Federal Water Pollution Control Act (Clean Water Act), as amended, establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, identifies location with regard to an aquifer or sensitive ecological area such as wetlands area, and regulates other issues concerning water quality.

The U.S. Fish and Wildlife Coordination Act requires consultation with the USFWS and applicable state agencies if the potential to impound, divert, control, or otherwise modify the waters of any stream or other body of water exists. The Safe Drinking Water Act, as amended, required federal agencies to consult with the EPA if the potential to contaminate an EPA designated sole principal drinking water resource exists.

A National Pollutant Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act is required for point-source discharge into waters of the U.S. A Section 404 permit is required to place dredged or fill material in water of the U.S., including jurisdictional wetlands. Additionally, a Section 10 permit, under the Rivers and Harbors Act of 1899, is required for obstruction or alteration of navigable waters.”

4.2.15.1 Existing Conditions

“FLY potentially contributes to five different watersheds to include: Big Sandy, Bijou, Chico, Fountain, and Kiowa. All five of the watersheds are located in Colorado. The Big Sandy watershed is monitored by the National Park Service Water Resources Division, the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network. The Bijou watershed is monitored by the Colorado Department of Public Health and Environment, The Rivers of Colorado Water Watch Network, and the Littleton/Englewood Wastewater Treatment Plant. The Chico watershed is monitored by the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network. The Fountain watershed is monitored by the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network, and the EPA National Aquatic Resource Survey Data. The Kiowa watershed is monitored by the Colorado Department of Public Health and Environment, and the Rivers of Colorado

Water Watch Network. Lastly the Airport's surface water is managed by the Upper Black Squirrel Creek Ground Water Management District.

FLY obtains the required permits for construction projects in addition to implementing and requiring Best Management Practices by airport staff and contract/construction staff."

[P] Meadow Lake Airport does not currently have operations that require a Storm Water Management Plan (SWMP). Although a Stormwater Discharge Permit (COR-010077) was initiated in the early 1990's, a subsequent determination was issued on June 13, 1995 by the Colorado Department of Public Health and Environment, Water Quality Control Division that inactivated the requirement for the airport to have a storm water permit. . . [see Encl 13h(1)]

(b) Existing data monitoring sources.

None at this time

(c) Descriptions of the immediate and long-term impact and net effects that the Project would have on the quantity and quality of surface water under both average and worse case conditions.

No impacts anticipated

Future expansion of facilities will require meeting current drainage and storm-water code requirements. This will likely require surface run-off control, detention and water quality.

Missing enclosure please provide
Future expansion of facilities would not be exempt based on size of development. MS4 laws has changed since 1995. This statement conflicts with the next section 2.303 (17)

(b) Description of the impacts and net effect of the Project on groundwater.

[P] Review and approval of the Master Plan does not involve any construction and will have no effect on present ground water conditions.

[F] Expansion of the airport and accompanying development of services on the airport may result in a review of Storm Water Management requirements on the airport at a future time.

2.303 (17) GROUNDWATER QUALITY. Not provided; You have inserted broad text and not provided the analysis or maps.

- (a) **Map and/or description of all groundwater, including any and all aquifers relevant to the Project.**

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.15 Water Quality

“The Federal Water Pollution Control Act (Clean Water Act), as amended, establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, identifies location with regard to an aquifer or sensitive ecological area such as wetlands area, and regulates other issues concerning water quality.

The U.S. Fish and Wildlife Coordination Act requires consultation with the USFWS and applicable state agencies if the potential to impound, divert, control, or otherwise modify the waters of any stream or other body of water exists. The Safe Drinking Water Act, as amended, required federal agencies to consult with the EPA if the potential to contaminate an EPA designated sole principal drinking water resource exists.

A National Pollutant Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act is required for point-source discharge into waters of the U.S. A Section 404 permit is required to place dredged or fill material in water of the U.S., including jurisdictional wetlands. Additionally, a Section 10 permit, under the Rivers and Harbors Act of 1899, is required for obstruction or alteration of navigable waters.”

4.2.15.1 Existing Conditions

“FLY potentially contributes to five different watersheds to include: Big Sandy, Bijou, Chico, Fountain, and Kiowa. All five of the watersheds are located in Colorado. The Big Sandy watershed is monitored by the National Park Service Water Resources Division, the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network. The Bijou watershed is monitored by the Colorado Department of Public Health and Environment, The Rivers of Colorado Water Watch Network, and the Littleton/Englewood Wastewater Treatment Plant. The Chico watershed is monitored by the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network. The Fountain watershed is monitored by the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network, and the EPA National Aquatic Resource Survey Data. The Kiowa watershed is monitored by the Colorado Department of Public Health and Environment, and the Rivers of Colorado Water Watch Network. Lastly the Airport’s surface water is managed by the Upper Black Squirrel Creek Ground Water Management District.

FLY obtains the required permits for construction projects in addition to implementing and requiring Best Management Practices by airport staff and contract/construction staff.”

(b) Description of the impacts and net effect of the Project on groundwater.

[P] Review and approval of the Master Plan does not involve any construction and will have no effect on present ground water conditions.

[F] Expansion of the airport and accompanying development of services on the airport may result in a review of Storm Water Management requirements on the airport at a future time.

Not provided;
This is not an approval of a master plan for the airport this is for the siting of future buildings, runway, school etc....

2.303 (18) WATER QUANTITY.

The MLAA has water determinations for three of the aquifers beneath the airport:

	<u>aquifer</u>	<u>annual withdrawal</u>	<u>land area</u>
• 1046-BD	Denver	162 acre-feet	Area A (464 acres)
		21.0 acre-ft	Area B (57.5 acres)
		0.17 acre-ft	Area C (0.5 acres)
• 1045-BD	Arapahoe	173 acre feet	522 acres
• 1044-BD	Laramie-Fox Hills	160 acre-feet	522 acres
			... [see Enclosure 13f]

Not provided;
Provide a map;
FEMA map; in (a) Map and/or description of existing stream flows and reservoir levels relevant to the Project.
conjunction with a map form drainage reports can be referenced if included as exhibits in the 1041 packet

(a) Map and/or description of existing stream flows and reservoir levels relevant to the Project.

- [P] None noted at present as no construction is planned at present.
- [F] Will necessarily be addressed with expansion of the airport runway system and accompanying landscaping involved.

(b) Map and/or description of existing minimum stream flows held by the Colorado Water Conservation Board.

- [P] None noted at present as no construction is planned at present.
- [F] Will necessarily be addressed with expansion of the airport runway system and accompanying landscaping involved.

provide the map/ state no stream flows held by CWCB if that is the case

(c) Descriptions of the net effect that the Project would have on water quantity.

- [P] Review and approval of the Master Plan does not involve any construction and will have no effect on present ground water conditions.
- [F] Expansion and development of on airport services may require a review of water quality and quantity with appropriate wells and possible development of a central water system.

(d) Statement of methods for efficient utilization of water, including recycling and reuse.

- [P] None noted at present as no construction is planned at present.
- [F] Will necessarily be addressed with expansion of the airport runway system and accompanying landscaping involved

Not provided;
This is not an approval of a master plan for the airport this is for the siting of future buildings, runway, school etc....

GENERAL COMMENT APPLIES TO ENTIRE 1041:
the 1041 sites the expansion; it does not approve construction ; it is not approving an airport master plan; nor is a 10412 a method for incorporating a project into the County wide Master plan.

School, fuel station and other improvements; will you look to purchase water?

2.303 (19) FLOODPLAINS, WETLANDS AND RIPARIAN AREAS; TERRESTRIAL AND AQUATIC ANIMALS, PLANT LIFE AND HABITAT. Applicant shall only provide description of foregoing natural conditions, animal and plant life at, but not to exceed, the level of detail required by other federal or state Permits or reviews which are applicable to the Project.

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.8 Floodplains

“Executive Order 11988, Floodplain Management, directs federal agencies to take action to reduce the risk of flood loss, minimize the impacts of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains. DOT Order 5650.2, Floodplain Management and Protection, contains policies and procedures for implementing Executive Order 11988. Through these, agencies are required to analyze and determine that there are no practical alternatives to a project, before taking any action that would encroach on a floodplain based on a 100 year flood.”

4.2.8.1 Existing Conditions

“The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) is depicted in Figure 4-4. The airport property and a significant portion of the area surrounding the airport are designated as Zone X. Zone X is defined as “areas determined to be outside of the 500-year floodplains”. Some areas in the vicinity of the Airport are designated by FEMA as Zone A which is defined as “special flood hazard areas inundated by 100-year flood – No base flood elevation determined.”

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.16 Wetlands

“Executive Order (E.O.) 11990, Protection of Wetlands; Order DOT 5660.1A, Preservation of the Nation’s Wetlands; the Rivers and Harbors Act of 1899; and the Clean Water Act, Section 404, regulates activities that may impact wetlands.

The Clean Water Act, Section 404, governs the dredging and filling of navigable waters of the U.S.”

4.2.16.1 Existing Conditions

“An initial wetlands inventory was completed through the use of the U.S. Fish and Wildlife Service’s National Wetlands Inventory Mapper. The Mapper depicted the potential for wetlands to exist on the airport as depicted in Figure 4-6. A site visit was completed for an environmental assessment by the U.S. Army Corps of Engineers on December 7th, 2011.

From this it was found that further wetland delineation was not needed as the airport property was significantly composed of uplands.”

The “*Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway*” [Reference (e)] contains the following:

4.2.7 Fish, Wildlife, and Plants

“Fish, wildlife and plants are regulated and protected by a significant number of acts and regulations to include:

- *Section 7 of the Endangered Species Act (ESA), as amended*
- *The Magnuson-Stevens Act*
- *The Sikes Act, as amended*
- *The Fish and Wildlife Conservation Act*
- *The Migratory Bird Treaty Act*

4.2.7.1 Existing Conditions

“Threatened, endangered, and candidates to be listed as threatened or endangered, within the project area, as defined by the U.S. Fish and Wildlife Service’s “Information, Planning, and Conservation System” (IPaC) are depicted in Table 4-2. The region surrounding FLY is primarily open grass fields with some residential and rural development.”

There are no changes to historical surface water flows. Note: the 500-year rainfall of 2015 did not appreciably affect prairie surface conditions in this area any more than other areas around the airport and surrounding ranch land.

2.303 (20) SOILS, GEOLOGICAL CONDITIONS AND NATURAL HAZARDS.

- (a) **Map and/or description of soils, geological conditions, and natural hazards including but not limited to soil types, drainage areas, slopes, avalanche areas, debris fans, mud flows, rock slide areas, faults and fissures, seismic history, and wildfire hazard areas, all as relevant to the Project area.**

The following excerpt is from the “*Master Development Drainage Plan for Meadow Lake Airport and Industrial Park Development Plan*” (2006) [Encl 13g(1)]

“The Natural Resource Conservation Service (NCRS) classifies the soils within the Meadow Lake Airport and Industrial Park Development as: 61% are Blakeland loamy sand, (1 to 9 percent slopes, hydrologic soil group A), 22% are Columbine gravelly sandy loam, (0 to 3 percent slopes, hydrologic soil group A), 9% are Stapleton sandy loam (3 to 8 percent slopes, hydrologic soil group B), 7% Fluvaquentic Haplaquolis (nearly level, hydrologic soil group D) and the remaining 1% is identified as water.”

“There are three (3) major basins which the Meadow Lake Airport development lie within. Most of the site is within the Solberg Ranch Basin. Two (2) relatively small sub basins are within the Haegler Ranch Basin and drain off-site to the northeast. Another relatively small sub basin is in the Curtis Ranch Basin and flows off-site to the southwest. ...”

Attached to that report is a “*Preliminary Engineering Geology and Surface Soils Evaluation*” prepared by John Himmelreich & Associates. . . . [Enclosure 13g(2)]

The following excerpt is from the “*Geotechnical Subsurface Exploration Program - Final Submittal*” dated November 20, 2014, conducted by Ground Engineering Consultants, Inc. and prepared for Aviation, Inc. in preparation for the 2019 runway reconstruction project:

Regional Geology

“Published maps (e.g., Madole, R.F., 2003’) depict the site as underlain by Upper Pleistocene Alluvium Three (Qa3) consisting of tan to reddish brown to grayish brown, poorly to moderately consolidated, poorly to moderately stratified silt, sand, gravel and cobbly gravel. These surficial soils are mapped as underlain by the early Tertiary and Late Cretaceous Dawson Arkose consisting of white to tan friable sandstones with a high clay content and interbeds of thin-bedded gray claystone and sandy claystone or dark-brown, organic-rich siltstone.”

- (b) **Descriptions of the risks to the Project from natural hazards.**

[P] Present conditions have no effect on the Master Plan review and Part 77 airspace considerations.

[F] Soil conditions and natural features will be considered in the design engineering for the expansion runway when that project becomes relevant.

(c) *Descriptions of the impacts and net effect of the Project on soil and geological conditions in the area.*

[P] The Master Plan review and Part 77 airspace considerations will have no effect on current soil and geological conditions.

[F] Design engineering for the expansion runway when that project becomes relevant, should be designed to have minimal effect on soil conditions and natural features.

2.303 (21) HAZARDOUS MATERIALS.

- (a) Description of all solid waste, hazardous waste, petroleum products, hazardous, toxic, and explosive substances to be used, stored, transported, disturbed or produced in connection with the Project, including the type and amount of such substances, their location, and the practices and procedures to be implemented to avoid accidental release and exposure.**

The “Meadow Lake Airport Environmental Assessment – Establishment of Turf Runway” [Reference (e)] contains the following:

4.2.9 Hazardous Materials, Pollution Prevention, and Solid Waste

“A significant number of laws govern the handling and disposal of hazardous materials, chemicals, and wastes. Two statutes most importantly regulating actions to construct and operate facilities and navigational aids are the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA or Superfund); the Community Environmental Response Act of 1992. RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for consultation with natural resource trustees and cleanup of any release of a hazardous substance into the environment.

Executive Orders (E.O.) 12088 and 12580 offer additional directives to the handling and disposal of hazardous materials, chemicals, substances, and wastes. E.O. 12088, Federal Compliance with Pollution Control Standards, as amended, directs federal agencies to comply with applicable pollution standards, in the prevention, control, and abatement of environmental pollution. It also directs consultation with the EPA, state, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollution. E.O. 12590, Superfund Implementation, as amended, requires federal agencies to allow the opportunity for public comment before removal action is taken.

NEPA requires the consideration of hazardous material, pollution prevention, and solid waste impacts for any federally funded, approved, and constructed activities. It is also required that the appropriate level of review for hazardous material or wastes be used, generated, or disturbed by the proposed action, be taken. It is also recommended that, to the extent practical, pollution prevention should be considered in the proposed action, addressed in the environmental consequences section, and disclosed in the record of decision to the extent to which pollution was considered.”

4.2.9.1 Existing Conditions

“The nearest landfill to FLY is the Colorado Springs Landfill located approximately five miles south of the Airport. The landfill is one of three

landfills located in El Paso County, with the other two located in Fountain, approximately 17 miles southwest of FLY.

The EPS has three hazardous waste sites located within five miles of the Airport reporting to the EPA. Table 4-3 provides additional information for the reporting facilities.”

(b) Location of storage areas designated for equipment, fuel, lubrications, and chemical and waste storage with an explanation of spill containment plans and structures.

[P] All current aircraft services and POL (petroleum, oil, lubricants) facilities are on private properties and beyond the purview of the MLA and this Master Plan.

[F] Future expansion and development of the airport property will need to address POL requirements and appropriate storage and containment plans.

Current existing and proposed master plan includes private properties. A map of all known POL facilities and capacities is not provided. It would be expected that central refueling points exist across the airport with containment controls, and fire suppression protection. The new proposed GA development area would likely have a FBO and central refueling station.

Missing or detail not provided in requisite detail.

Hazardous Materials.(a)Description of all solid waste, hazardous waste, petroleum products, hazardous, toxic, and explosive substances to be used, stored, transported, disturbed or produced in connection with the Project, including the type and amount of such substances, their location, and the practices and procedures to be implemented to avoid accidental release and exposure.(b)Location of storage areas designated for equipment, fuel, lubricants, and chemical and waste storage with an explanation of spill containment plans and structures.

Missing not provided in requisite detail on current operations

Monitoring and Mitigation Plan.(a)Description of all mitigation that is proposed to avoid, minimize or compensate for adverse impacts of the Project and to maximize positive impacts of the Project.(i)Describe how and when mitigation will be implemented and financed.(ii)Describe impacts that are unavoidable that cannot be mitigated.(b)Description of methodology used to measure impacts of the Project and effectiveness of proposed mitigation measures.(c)Description, location and intervals of proposed monitoring to ensure that mitigation will be effective.

Not answered-
The private hangars are in the airports purview for safety; what chemicals are on the airport; can fire department respond if needed? How does the airport handle a fuel spill?

2.303 (22) MONITORING AND MITIGATION PLAN.

The County approved “*Meadow Lake Airport Sketch Plan Report*” contains the following:

Pollutant Mitigation

“The Meadow Lake Airport and Industrial Park will seek to achieve a high quality development that complements and enhances the surrounding area while mitigating and minimizing potential impacts from air, visual, and noise pollutants. This is achieved through a coordinated approach to site design, architectural and landscaping standards, and signage controls.

Site planning standards will create regulations in regards to building orientation, setbacks, pedestrian and vehicular access, services areas, outdoor storage, appropriate fencing materials, and lighting. In addition, regulations set forth by the FAA with regards to safety, will limit the type of use that may be implemented throughout the development.

Architectural and landscaping guidelines will be created to encourage orderly, quality building development within the Planning Area. Visual continuity will be encouraged through building heights, massing, and proper proportioning. The use of differing surfacing through materials, color, texture and pattern is encouraged to lessen the visual impact of large buildings. In addition, vegetated landscape buffers shall provide visual barriers between different land uses, enhance the streetscape, provide privacy, and protect adjacent uses from wind, dust, noise, traffic glare, visual disorder, and harmful or noxious effects. Landscape buffers are being incorporated around the entire perimeter where aviation, industrial, or commercial use lies adjacent to a residential neighborhood and along Curtis Road and Falcon Highway.”

- (a) *Description of all mitigation that is proposed to avoid, minimize or compensate for adverse impacts of the Project and to maximize positive impacts of the Project and to maximize positive impacts of the Project.***

[F] These will be appropriately addressed when actual expansion and/or development of the airport property is being proposed.

- (b) *Description of methodology used to measure impacts of the Project and effectiveness of proposed mitigation measures.***

[F] These will be appropriately addressed when actual expansion and/or development of the airport property is being proposed.

- (c) *Description, location and intervals of proposed monitoring to ensure that mitigation will be effective.***

[F] These will be appropriately addressed when actual expansion and/or development of the airport property is being proposed.

2.303 (23) ADDITIONAL INFORMATION.

None required at this time.

1041 Documents Related to 2.303 (Items 1-23)_v1 redlines.pdf Markup Summary 10-31-2022

dsdparsons (107)



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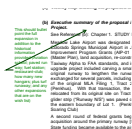
GENERAL COMMENT APPLIES TO ENTIRE 1041:
the 1041 sites the expansion; it does not approve construction ; it is not approving an airport master plan; nor is a 1041 a method for incorporating a project into the County wide Master plan. The questions and responses should be holistic in answering as it relates to the expansion as a whole; a lot on info was inserted as filler from FAA guidelines that do not answer the questions. At the meeting discussion of adding a school; fuel station; new hard surface runway, club were discussed but they are omitted from the responses- please clarify so this 1041 covers the complete future expansion.

documents and information provided is still

DEM (reference to, Exhibit B)
Appendix A revise per comments
uploaded into EDARP
REQUIRED BY THE DIRECTOR:
been requested by the Director at this time.
TION:
in established for the Meadow Lake Airport

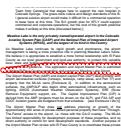
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revise per comments uploaded into EDARP



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This should bullet point the full expansion in addition to the historical information provided (Aviation school; paved run way; fuel station; restaurant-club; how many new hangars; plus turf runway; and any other expansions that are on the wish list)



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Aviation S
Sys)
Modify statement - As Meadow
this is for approval of management
site selection and expansion of the
airport. This is not a local state
adoption of the regulations a
Airports Master Plan to initiate E1 F
The Airport h

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Modify statement - this is for approval of site selection and expansion of the airport. This is not adoption of the Airports Master Plan.

with the airport master plan, the impact of these properties, and no standards. Greater purpose of County is to coordinate these private ment. Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

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Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

with the airport master plan, the impact of these properties, and no standards. Greater purpose of County is to coordinate these private ment. Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

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with the airport master plan, the impact of these properties, and no standards. Greater purpose of County is to coordinate these private ment. Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

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with the airport master plan, the impact of these properties, and no standards. Greater purpose of County is to coordinate these private ment. Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

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Delete - this paragraph- Approval of the 1041 site selection and expansion does is not enabling the County to adopt the airports master plan. the 1041 sites the airports expansion.

ject in sufficient detail to evaluate the better Criteria. with state and federal guidance for 1041 of State Interest. Their study has been requested by the staff us and appropriate sections approved and Change Office. The Master Plan criteria. Applicant has elected to submit the airport master plan in support of the 1041 approval." Add text. (F&A approval required - see Encl 04)

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"Applicant has elected to submit the airport master plan in support of the 1041 approval." Add text.

with the airport master plan, the impact of these properties, and no standards. Greater purpose of County is to coordinate these private ment. Delete this sentence- Approval of the 1041 does not set a standard for coordination of projects

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future airport master plan

review that the County-owned airport is not in at COS or K-17 range. Meadowlake airport master plan not County Master Plan updates- clarify through put application. plan will be ability of funding the

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Meadowlake airport master plan not County Master Plan updates- clarify through put application.

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This is a 1041 review for site selection and expansion; the County is not reviewing or adopting the Airport Master Plan; The County is recognizing the expansion and siting the location depicted in the airports master plan under the Areas and Activities of State Interest. revise language accordingly

Project that were considered perform the same or related trends that form the basis:
[P] The Master Plan is state and state directives. Meet General Aviation Reliever (COS). As COS and its C with these recommendations

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[Reference (b)] was sent of the Airport Master Plan is being submitted to support the approval of the 1041 requested to expand airport." add text
fluctuated over the
is growing - outlook

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"The Airport Master Plan is being submitted to support the approval of the 1041 requested to expand airport." add text

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Question- Does airport intend to continue to work with adj owners to obtain easements as expansion occurs? Please answer here.

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Delete this assurance from the 1041 application- Private property owners bring zoning requests forward- the County does not rezone private property

the 29 assurances appropriate authority Assurance reasonably this information is relevant to this 1041 question from this point to below could be deleted. Assurance project may

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this information is not relative to this 1041 question from this point to below could be deleted;

the 29 assurances appropriate authority Assurance reasonably this information is relevant to this 1041 question from this point to below could be deleted. Assurance project may

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the 29 assurances appropriate authority Assurance reasonably this information is relevant to this 1041 question from this point to below could be deleted. Assurance project may

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the 29 assurances appropriate authority Assurance reasonably this information is relevant to this 1041 question from this point to below could be deleted. Assurance project may

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into naviga Part 77, S Section 43: Aeronautics: controlling Program fu The 2011 Co the Airport Ma 2.5.1 Airp

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2020 is most update and replaces 2011

into naviga Part 77, S Section 43: Aeronautics: controlling Program fu The 2011 Co the Airport Ma 2.5.1 Airp

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Information regarding the current status of all...
2.1.2 FAR Part 77 Obstructions
2.1.3 FAR Part 77 Obstructions (FAO) Part 77...

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2.1.2 FAR Part 77 Obstructions
2.1.3 FAR Part 77 Obstructions (FAO) Part 77...

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2.1.2 FAR Part 77 Obstructions
2.1.3 FAR Part 77 Obstructions (FAO) Part 77...

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Minimum 1:60 Slope
2.1.2 FAR Part 77 Obstructions
2.1.3 FAR Part 77 Obstructions (FAO) Part 77...

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2.1.2 FAR Part 77 Obstructions
2.1.3 FAR Part 77 Obstructions (FAO) Part 77...

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2.1.2 FAR Part 77 Obstructions
2.1.3 FAR Part 77 Obstructions (FAO) Part 77...

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may limit the airport's expansion or operation. Table 2-10-1 (continued) contains information from FAA Part 77 regarding aircraft height restrictions.

2) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

3) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

4) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

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3) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

4) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

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and local permits and approvals that will be required for these projects. Meadowlakes

CDOT/Aerovatics and the FAA Denver Airport used the Master Plan and approved appropriate Plan and Compatible Land Use concepts will be approved with County resources. vision depicted in the Master Plan will require, at

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Meadowlakes

work in the row maybe required sat time of construction please acknowledge

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work in the row maybe required sat time of construction please acknowledge

2) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

3) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

4) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

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2) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

3) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

4) State, Federal, and Local Agency Approval: Check with the appropriate agencies to determine if any permits or approvals are required. In some cases, FAA approval may be required to work with the City of Aurora. Approve Department in design application.

Subject: Owner Certification
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:31:08 AM
Status:
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Space:

delete the County is not adopting or implementing airports Master Plan; this is a 1041.

Subject: Callout
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:32:08 AM
Status:
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delete the County is not adopting or implementing airports Master Plan; this is a 1041.

Implementation of the Plan and Compe are additional coordination and approval with Co
Implementation of the expansion depicted in th
Master Plan Update indicating need for exp
State, FAA approval)
Update and approval of Capital Improvement
for design & engineering and construction c
3-5 years prior to planned construction)
Submission and approval of grant application
Environmental Assessment and construction
Submission and approval of 1041 Update for

Subject: Owner Certification
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:32:14 AM
Status:
Color: ■
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Implementation of the Plan and Compe are additional coordination and approval with County
Implementation of the expansion depicted in the M
Master Plan Update indicating need for expansio
State, FAA approval)
Update and approval of Capital Improvement Plan
for design & engineering and construction of exp
3-5 years prior to planned construction)
Submission and approval of grant applications for
Environmental Assessment and construction
Submission and approval of 1041 Update for Exp
List of relevant official federal and state consult
used for the Project: a description of all necessa

Subject: Owner Certification
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:32:16 AM
Status:
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Implementation of the Plan and Compe are additional coordination and approval with County
Implementation of the expansion depicted in the M
Master Plan Update indicating need for expansio
State, FAA approval)
Update and approval of Capital Improvement Plan
for design & engineering and construction of exp
3-5 years prior to planned construction)
Submission and approval of grant applications for
Environmental Assessment and construction
Submission and approval of 1041 Update for Exp
List of relevant official federal and state consult
used for the Project: a description of all necessa

Subject: Arrow
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:32:31 AM
Status:
Color: ■
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List of all other federal, state a required for the Project, togeth approvals with the County per
Master Plan Approval: CC District Office (ADO) have review sections. Implementation of the require additional coordination and
Implementation of the expansion

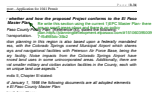
Subject: Owner Certification
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:32:44 AM
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been

Implementation of the Plan and Compe are additional coordination and approval with County
Implementation of the expansion depicted in the M
Master Plan Update indicating need for expansio
State, FAA approval)
Update and approval of Capital Improvement Plan
for design & engineering and construction of exp
3-5 years prior to planned construction)
Submission and approval of grant applications for
Environmental Assessment and construction
Submission and approval of 1041 Update for Exp
List of relevant official federal and state consult
used for the Project: a description of all necessa

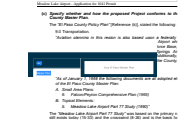
Subject: Callout
Page Label: 30
Author: dsdparsons
Date: 10/31/2022 10:35:02 AM
Status:
Color: ■
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Space:

delete all references to this Master Plan- this is a 1041; the airport has submitted the airports master plan as supporting evidence to support the approval of the 1041; The County is not adopting the airport master plan with the 1041; the County would be approving the site selection and planned expansion.

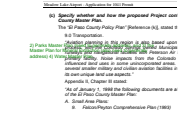


Subject: Callout
Page Label: 34
Author: dsdparsons
Date: 10/31/2022 12:39:09 PM
Status:
Color: ■
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Re write this section using the current 1)EPC Master Plan- there are no small areas plans and there is no policy
<https://planningdevelopment.elpasoco.com/#1510603950097-f5d985dc-35b2>

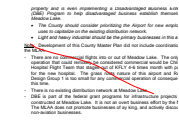


Subject: Image
Page Label: 34
Author: dsdparsons
Date: 10/31/2022 10:40:36 AM
Status:
Color: ■
Layer:
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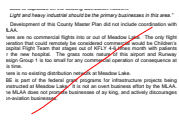


Subject: Text Box
Page Label: 34
Author: dsdparsons
Date: 10/31/2022 12:38:41 PM
Status:
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2) Parks Master Plan (need to generally address), and 3) the Master Plan for Mineral Extraction (also need to generally address) 4) Water Master Plan.



Subject: Owner Certification
Page Label: 35
Author: dsdparsons
Date: 10/31/2022 10:42:17 AM
Status:
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Subject: Owner Certification
Page Label: 35
Author: dsdparsons
Date: 10/31/2022 10:42:18 AM
Status:
Color: ■
Layer:
Space:



Subject: Callout
Page Label: 35
Author: dsdparsons
Date: 10/31/2022 12:34:07 PM
Status:
Color: ■
Layer:
Space:

delete this- this is 1041 application not a sound board (it may not be accurate either) The entire County was able to participate in the Master Plan over a 2 year period. There were multiple neighborhood meetings, and open houses asking for input.

development of these properties
4 Recognize the Meadow Lake Airport
for non-residential
3 Paso County Master Plan (2021)
5 2 - this is the current plan
loyment Priority Development Areas
low Lake Airport
low Lake Airport is the largest airport it
serves as a reliever to Colorado Spr

Subject: Callout
Page Label: 35
Author: dsdparsons
Date: 10/31/2022 12:33:24 PM
Status:
Color: ■
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this is the current plan

development of these properties
4 Recognize the Meadow Lake Airport
for non-residential
3 Paso County Master Plan (2021)
5 2 - this is the current plan
loyment Priority Development Areas
low Lake Airport
low Lake Airport is the largest airport it
serves as a reliever to Colorado Spr

Subject: Callout
Page Label: 36
Author: dsdparsons
Date: 10/31/2022 10:45:36 AM
Status:
Color: ■
Layer:
Space:

if you would like to request a new building add it to
the 1041 request it has no bearing on the Countys
Master Plan.

development of these properties
4 Recognize the Meadow Lake Airport
for non-residential
3 Paso County Master Plan (2021)
5 2 - this is the current plan
loyment Priority Development Areas
low Lake Airport
low Lake Airport is the largest airport it
serves as a reliever to Colorado Spr

Subject: Callout
Page Label: 36
Author: dsdparsons
Date: 10/31/2022 10:52:14 AM
Status:
Color: ■
Layer:
Space:

Reference a map depicting the future
improvements

development of these properties
4 Recognize the Meadow Lake Airport
for non-residential
3 Paso County Master Plan (2021)
5 2 - this is the current plan
loyment Priority Development Areas
low Lake Airport
low Lake Airport is the largest airport it
serves as a reliever to Colorado Spr

Subject: Callout
Page Label: 36
Author: dsdparsons
Date: 10/31/2022 12:40:25 PM
Status:
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Please delete below text it does not answer the
question and address the PPACG (regional) plan;
Regional and State master plans not the FAA.
Please include a discussion of such policies and
"whether and how the proposed Project conforms"
to the policies. With regard to regional planning
documents, the Pikes Peak Area Council of
Governments Regional Water Quality Plan among
other documents and plans. The Plan can be
found at: <http://www.ppacg.org/water-quality-plan/>
Please address "whether and how the proposed
Project conforms" to the policies in the Plan.

development of these properties
4 Recognize the Meadow Lake Airport
for non-residential
3 Paso County Master Plan (2021)
5 2 - this is the current plan
loyment Priority Development Areas
low Lake Airport
low Lake Airport is the largest airport it
serves as a reliever to Colorado Spr

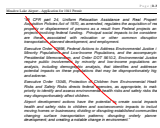
Subject: Callout
Page Label: 37
Author: dsdparsons
Date: 10/31/2022 12:35:12 PM
Status:
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Airport MP?

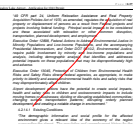
development of these properties
4 Recognize the Meadow Lake Airport
for non-residential
3 Paso County Master Plan (2021)
5 2 - this is the current plan
loyment Priority Development Areas
low Lake Airport
low Lake Airport is the largest airport it
serves as a reliever to Colorado Spr

Subject: Callout
Page Label: 37
Author: dsdparsons
Date: 10/31/2022 12:35:23 PM
Status:
Color: ■
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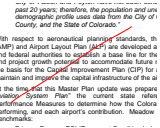
2020 or 2011 which one are you using



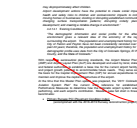
Subject: Owner Certification
Page Label: 37
Author: dsdparsons
Date: 10/31/2022 12:40:35 PM
Status:
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Subject: Owner Certification
Page Label: 37
Author: dsdparsons
Date: 10/31/2022 12:40:37 PM
Status:
Color: ■
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Subject: Owner Certification
Page Label: 37
Author: dsdparsons
Date: 10/31/2022 12:41:30 PM
Status:
Color: ■
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Subject: Owner Certification
Page Label: 37
Author: dsdparsons
Date: 10/31/2022 12:41:32 PM
Status:
Color: ■
Layer:
Space:



Subject: Callout
Page Label: 38
Author: dsdparsons
Date: 10/31/2022 12:40:57 PM
Status:
Color: ■
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this language has no relevacne to the PPACG plan

Subject: Owner Certification
Page Label: 38
Author: dsdparsons
Date: 10/31/2022 12:40:51 PM
Status:
Color: ■
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Subject: Callout
Page Label: 43
Author: dsdparsons
Date: 10/31/2022 12:48:55 PM
Status:
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How will the expansion be paid for? Is it financially feasible ?

Subject: Callout
Page Label: 43
Author: dsdparsons
Date: 10/31/2022 12:50:56 PM
Status:
Color: ■
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NO this is a 1041 not approval of a master plan; Are the physical improvements feasible? How will they be paid for?

Subject: Callout
Page Label: 43
Author: dsdparsons
Date: 10/31/2022 12:52:14 PM
Status:
Color: ■
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Space:

DELETE this it does not go to answer the question directly; it appears to be fill.

Subject: Owner Certification
Page Label: 43
Author: dsdparsons
Date: 10/31/2022 12:52:20 PM
Status:
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Subject: Owner Certification
Page Label: 43
Author: dsdparsons
Date: 10/31/2022 12:52:22 PM
Status:
Color: ■
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Subject: Owner Certification
Page Label: 44
Author: dsdparsons
Date: 10/31/2022 12:52:27 PM
Status:
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~~of the sponsor shown on ALP grants. The purpose change in the grant...
of the sponsor shown on ALP grants. The purpose change in the grant...
of the sponsor shown on ALP grants. The purpose change in the grant...~~

Subject: Owner Certification
Page Label: 45
Author: dsdparsons
Date: 10/31/2022 12:52:52 PM
Status:
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~~standing interests in relation to other FAA airports that are not designated...
standing interests in relation to other FAA airports that are not designated...
standing interests in relation to other FAA airports that are not designated...~~

Subject: Owner Certification
Page Label: 45
Author: dsdparsons
Date: 10/31/2022 12:52:56 PM
Status:
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~~FAA has outlined...
FAA has outlined...
FAA has outlined...~~

Subject: Owner Certification
Page Label: 46
Author: dsdparsons
Date: 10/31/2022 12:53:00 PM
Status:
Color: ■
Layer:
Space:

~~FAA has outlined...
FAA has outlined...
FAA has outlined...~~

Subject: Owner Certification
Page Label: 46
Author: dsdparsons
Date: 10/31/2022 12:53:06 PM
Status:
Color: ■
Layer:
Space:

~~so terms cannot exceed 50 years, beyond...
so terms cannot exceed 50 years, beyond...
so terms cannot exceed 50 years, beyond...~~

Subject: Owner Certification
Page Label: 47
Author: dsdparsons
Date: 10/31/2022 12:53:10 PM
Status:
Color: ■
Layer:
Space:

~~terms cannot exceed 50 years...
terms cannot exceed 50 years...
terms cannot exceed 50 years...~~

Subject: Owner Certification
Page Label: 47
Author: dsdparsons
Date: 10/31/2022 12:53:11 PM
Status:
Color: ■
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Space:

1.6 School Districts
The proposed airport and associated expansion impact the school districts in the area. The expansion impact being proposed is to increase the number of aircraft operations at the airport. This will result in increased noise and other impacts on the surrounding communities. The proposed expansion is to increase the number of aircraft operations from 100,000 to 150,000 per year. This will result in increased noise and other impacts on the surrounding communities. The proposed expansion is to increase the number of aircraft operations from 100,000 to 150,000 per year. This will result in increased noise and other impacts on the surrounding communities.

Subject: Callout
Page Label: 48
Author: dsdparsons
Date: 10/31/2022 12:56:33 PM
Status:
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Space:

Not addressing the question. How does the expansion impact schools, roads fire districts, water wastewater capacity; what is needed to accomplish the expansion, have you begun to design? have you acquired water rights; is there tax revenue generated for schools?

1.6 School Districts
The proposed airport and associated expansion impact the school districts in the area. The expansion impact being proposed is to increase the number of aircraft operations at the airport. This will result in increased noise and other impacts on the surrounding communities. The proposed expansion is to increase the number of aircraft operations from 100,000 to 150,000 per year. This will result in increased noise and other impacts on the surrounding communities. The proposed expansion is to increase the number of aircraft operations from 100,000 to 150,000 per year. This will result in increased noise and other impacts on the surrounding communities.

Subject: Callout
Page Label: 49
Author: dsdparsons
Date: 10/31/2022 12:58:25 PM
Status:
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Space:

This is in reference to the community not just the airport. Is there trails? is there air shows open to the public? The airport exists in a larger community not a bubble.

odor



Subject: Pen
Page Label: 51
Author: dsdparsons
Date: 10/31/2022 12:58:59 PM
Status:
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1.6 School Districts
The proposed airport and associated expansion impact the school districts in the area. The expansion impact being proposed is to increase the number of aircraft operations at the airport. This will result in increased noise and other impacts on the surrounding communities. The proposed expansion is to increase the number of aircraft operations from 100,000 to 150,000 per year. This will result in increased noise and other impacts on the surrounding communities. The proposed expansion is to increase the number of aircraft operations from 100,000 to 150,000 per year. This will result in increased noise and other impacts on the surrounding communities.

Subject: Callout
Page Label: 51
Author: dsdparsons
Date: 10/31/2022 1:00:40 PM
Status:
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address missing potential nuisances- odor, fumes, vibration; there is more to the expansion than just the turf runway



Subject: Pen
Page Label: 51
Author: dsdparsons
Date: 10/31/2022 12:59:25 PM
Status:
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ation,



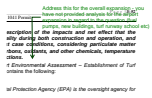
Subject: Pen
Page Label: 51
Author: dsdparsons
Date: 10/31/2022 1:00:05 PM
Status:
Color: ■
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Subject: Pen
Page Label: 51
Author: dsdparsons
Date: 10/31/2022 1:00:06 PM
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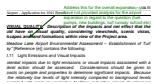
2.1
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Subject: Pen
Page Label: 51
Author: dsdparsons
Date: 10/31/2022 1:00:08 PM
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Subject: Callout
Page Label: 52
Author: dsdparsons
Date: 10/31/2022 1:02:39 PM
Status:
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Address this for the overall expansion - you have not provided analysis for the airport expansion in regard to the question (fuel pumps, new buildings, turf runway school etc)



Subject: Callout
Page Label: 53
Author: dsdparsons
Date: 10/31/2022 1:03:18 PM
Status:
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Space:

Address this for the overall expansion - you have not provided analysis for the airport expansion in regard to the question (fuel pumps, new buildings, turf runway school etc)



Subject: Callout
Page Label: 56
Author: dsdparsons
Date: 10/31/2022 1:04:47 PM
Status:
Color: ■
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Space:

Not provided; You have inserted broad text and not provided the analysis or maps.



Subject: Callout
Page Label: 57
Author: dsdparsons
Date: 10/31/2022 1:06:02 PM
Status:
Color: ■
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Not provided;
 This is not an approval of a master plan for the airport this is for the siting of future buildings, runway, school etc....



Subject: Cloud+
Page Label: 21
Author: eschoenheit
Date: 10/19/2022 1:07:43 PM
Status:
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Section needs updating



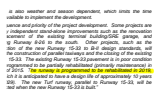
Subject: Highlight
Page Label: 21
Author: eschoenheit
Date: 10/19/2022 1:07:49 PM
Status:
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is programmed to be partially rehabilitated (primarily maintenance) in

require the construct Runway 15-33. The and is programmed to the fall of 2015. The after which it is anticipated (until 2029). The not constructed when the

Subject: Highlight
Page Label: 21
Author: eschoenheit
Date: 10/19/2022 1:07:51 PM
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the fall of 2015.



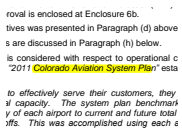
Subject: Highlight
Page Label: 21
Author: eschoenheit
Date: 10/19/2022 1:07:55 PM
Status:
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he runway is programmed to be rehabilitated in 2019,

and is programmed the fall of 2015 after which it is (until 2029). constructed with

Subject: Highlight
Page Label: 21
Author: eschoenheit
Date: 10/19/2022 1:07:57 PM
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after which



Subject: Highlight
Page Label: 22
Author: eschoenheit
Date: 10/19/2022 1:10:38 PM
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Colorado Aviation System Pla

and are considered
port is considered
The "2011 Colora
do to effectively

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Page Label: 22
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"2011 Co




Subject: Cloud+
Page Label: 22
Author: eschoenheit
Date: 10/19/2022 1:17:03 PM
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Newer 2020 CASP July 2020 Final Report




Subject: Image
Page Label: 22
Author: eschoenheit
Date: 10/19/2022 1:13:36 PM
Status:
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Subject: Image
Page Label: 22
Author: eschoenheit
Date: 10/19/2022 1:16:38 PM
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airports operating
Intermediate or
s in "2000, 2005,

Subject: Highlight
Page Label: 23
Author: eschoenheit
Date: 10/19/2022 1:14:06 PM
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2000, 200


under 50 p
Minor categ
or 2011."

Description

Subject: Highlight
Page Label: 23
Author: eschoenheit
Date: 10/19/2022 1:14:08 PM
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or 2011.

and building permit authority to protect land in
the immediate vicinity as defined in 14 Code of
Colorado Regulations 14-01-103 (1)(b) and (1)(c)
Section 14-01-103 (1)(b) and (1)(c) of the
Aeronautics to assist the FAA and local gov
controlling these essential objectives: Airport
Program funds to acquire land to protect from fire

Subject: Highlight
Page Label: 28
Author: eschoenheit
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he "2011 Colorado Aviation System Plan

aims to increase
an overt busine
s of ay king, ar

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Page Label: 35
Author: eschoenheit
Date: 10/19/2022 3:47:41 PM
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f ay king

2.5.1 Airport Master Plan/Layout Plan
Information regarding the current status of
Colorado system airports is provided in Table 2-
of each airport's most recent master plan, with
plan to be updated, and whether the current ma
includes an FAA Part 17 airspace drawing, as

Subject: Text Box
Page Label: 48
Author: eschoenheit
Date: 10/25/2022 4:53:32 PM
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Should address any current specific shortfalls that
would be exacerbated with the planned expansion
relating to roads, and county services. Power
transmission upgrades, Crash, Fire, Rescue,
water hydrants for fire suppression etc. Provide
examples.

2.5.1 Airport Master Plan/Layout Plan
Information regarding the current status of
Colorado system airports is provided in Table 2-
of each airport's most recent master plan, with
plan to be updated, and whether the current ma
includes an FAA Part 17 airspace drawing, as

Subject: Text Box
Page Label: 48
Author: eschoenheit
Date: 10/25/2022 5:53:31 PM
Status:
Color: 
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Space:


Transportation section should address ground
access to the site from public roadways, any
planned and necessary improvements.
Current access road is private non-standard
private rural local road shared with aircraft. Access
to airport is limited.
With future improvement to Judge Orr road local
residential lots will need access to central public
road.
Future expansion on the west side to the airport
will impact existing residential area roads with are
unimproved dirt/gravel roads. These will need to
be upgraded

2.5.1 Airport Master Plan/Layout Plan
Information regarding the current status of
Colorado system airports is provided in Table 2-
of each airport's most recent master plan, with
plan to be updated, and whether the current ma
includes an FAA Part 17 airspace drawing, as

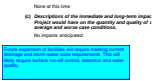
Subject: Text Box
Page Label: 48
Author: eschoenheit
Date: 10/25/2022 4:54:12 PM
Status:
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Provide a Traffic Impact Study to address traffic
generation, access and necessary improvements.

2.5.1 Airport Master Plan/Layout Plan
Information regarding the current status of
Colorado system airports is provided in Table 2-
of each airport's most recent master plan, with
plan to be updated, and whether the current ma
includes an FAA Part 17 airspace drawing, as

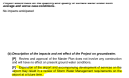
Subject: Cloud+
Page Label: 55
Author: eschoenheit
Date: 10/20/2022 10:57:27 AM
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Missing enclosure please provide
Future expansion of facilities would not be exempt
based on size of development. MS4 laws has
changed since 1995. This statement conflicts with
the next section 2.303 (17)

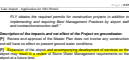


Subject: Text Box
Page Label: 55
Author: eschoenheit
Date: 10/20/2022 10:55:07 AM
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Future expansion of facilities will require meeting current drainage and storm-water code requirements. This will likely require surface run-off control, detention and water quality.



Subject: Image
Page Label: 55
Author: eschoenheit
Date: 10/20/2022 10:57:09 AM
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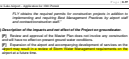


Subject: Highlight
Page Label: 57
Author: eschoenheit
Date: 10/20/2022 10:56:53 AM
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 may result in a review of Storm
 at a future time.

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ion of the airport and



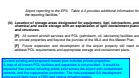
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Page Label: 57
Author: eschoenheit
Date: 10/20/2022 10:56:56 AM
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irport may result in a review of Storm Water
 Management requirements on the

[P] Review and approval of
 and will have no effect on pre
 [F] Expansion of the airport
 airport at a future time.

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Author: eschoenheit
Date: 10/20/2022 10:56:57 AM
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airport at a future time.



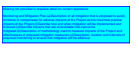
Subject: Text Box
Page Label: 64
Author: eschoenheit
Date: 10/20/2022 11:14:22 AM
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Current existing and proposed master plan includes private properties. A map of all known POL facilities and capacities is not provided. It would be expected that central refueling points exist across the airport with containment controls, and fire suppression protection. The new proposed GA development area would likely have a FBO and central refueling station.



Subject: Text Box
Page Label: 64
Author: eschoenheit
Date: 10/20/2022 11:16:46 AM
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Missing or detail not provided in requisite detail. Hazardous Materials.(a)Description of all solid waste, hazardous waste, petroleum products, hazardous, toxic, and explosive substances to be used, stored, transported, disturbed or produced in connection with the Project, including the type and amount of such substances, their location, and the practices and procedures to be implemented to avoid accidental release and exposure.(b)Location of storage areas designated for equipment, fuel, lubricants, and chemical and waste storage with an explanation of spill containment plans and structures.



Subject: Text Box
Page Label: 64
Author: eschoenheit
Date: 10/20/2022 11:16:07 AM
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Missing not provided in requisite detail on current operations. Monitoring and Mitigation Plan.(a)Description of all mitigation that is proposed to avoid, minimize or compensate for adverse impacts of the Project and to maximize positive impacts of the Project.(i)Describe how and when mitigation will be implemented and financed.(ii)Describe impacts that are unavoidable that cannot be mitigated.(b)Description of methodology used to measure impacts of the Project and effectiveness of proposed mitigation measures.(c)Description, location and intervals of proposed monitoring to ensure that mitigation will be effective.