

Enclosure (6)

## **Correspondence**

- a. FAA Denver Airport District Office (ADO) letter dated July 14, 1989  
Subj: **Designation of Meadow Lake Airport as a Reliever Airport**
- b. FAA Denver Airport District Office (ADO) letter dated July 16, 2018  
Subj: **Meadow Lake Airport Master Plan, Approval of TAF**
- c. FAA Denver Airport District Office (ADO) letter dated October 9, 2018  
Subj: **Meadowlake Ranch Development Sketch Plan**
- d. Colorado Aeronautical Board (CAB) letter dated April 19, 2019  
Subj: **Proposed Development near Meadow Lake Airport**
- e. Colorado Airport Operators Association (CAOA) letter dated May 5, 2019  
Subj: **Encroachment on Colorado Airports**
- f. FAA Denver Airport District Office (ADO) letter dated May 31, 2019  
Subj: **Meadow Lake Airport Layout Plan Approval**
- g. FAA Denver Airport District Office (ADO) letter dated February 25, 2021  
Subj: **Comments on proposed Solace of Colorado Springs**
- h. Colorado Division of Aeronautics letter dated April 6, 2021  
Subj: **Comments on draft El Paso County Master Plan**



US Department  
of Transportation  
  
Federal Aviation  
Administration

Denver Airports District Office  
5440 Roslyn Street  
Suite 300  
Denver, CO 80216-6026

(303) 286-5533

JUL 12 1989

Mr. William Chandler  
Meadow Lake Airport Board  
707 Hathaway Drive  
Colorado Springs, Colorado 80915

Dear Mr. Chandler:

This letter is your notification that the Federal Aviation Administration (FAA) has approved the designation of the Meadow Lake Airport as a reliever airport.

The reliever designation makes the airport owner eligible to compete for Airport Improvement Program grant funds which are administered by the FAA. Airport development projects, master planning, noise compatibility planning, and noise program implementation projects are eligible for funding participation.

We will not be able to fund work at the Meadow Lake Airport during fiscal year 1989 which ends on September 30, 1989. We are presently developing the fiscal year 1990 program. We will contact you once the fiscal year 1990 program has been drafted to inform you of funding status.

If you have any questions, kindly contact Mr. Craig Sparks of this office at the above address or at (303) 286-5534.

Sincerely,

Alan E. Wiechmann, Manager  
Denver Airports District Office



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

Denver Airports District Office  
26805 E. 68<sup>th</sup> Avenue, Room 224  
Denver, Colorado 80249  
303-342-1250; FAX 303-342-1260

July 16, 2018

Dave Elliott  
President  
Meadow Lake Airport Association  
13625 Judge Orr Road  
Peyton, CO 80831

Meadow Lake Airport  
Peyton, Colorado  
Forecast Approval

Dear Mr. Elliott:

The Federal Aviation Administration (FAA) has reviewed the aviation forecast, dated June 2018, for the Meadow Lake Airport (FLY) planning study. The FAA approves this forecast for airport planning purposes, including Airport Layout Plan (ALP) development. The FAA's approval is based on the following:

1. The difference between the FAA Terminal Area Forecast (TAF) and the Meadow Lake Airport's forecast for based aircraft and annual operations is within the 10 percent and 15 percent allowance for the 5 and 10 year planning horizons, respectively.
2. The forecast is based on current data and appropriate methodologies.

Based on the approved forecast, the FAA also approves aircraft designated as the existing and future critical aircraft.

The approval of the forecast and critical aircraft does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the master plan or shown on the ALP. All future development will need to be justified by current activity levels at the time of proposed implementation. Further, the approved forecasts may be subject to additional analysis or the FAA may request a sensitivity analysis if this data is to be used for environmental or Part 150 noise planning purposes.

If you have any questions concerning this matter, please contact me at (303) 342-1264 or by email at [linda.bruce@faa.gov](mailto:linda.bruce@faa.gov).

Sincerely,

Linda A. Bruce  
Colorado State Planner

cc: Tony Davis, Aviation



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

Denver Airports District Office  
26805 E. 68<sup>th</sup> Avenue, Room 224  
Denver, Colorado 80249  
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October 9, 2018

Craig Dossey  
Executive Director  
Planning and Community Development  
El Paso County  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

RE: Meadowlake Ranch Development, EA # EA17227 - File # SKP184

Dear Mr. Dossey:

The Federal Aviation Administration, Denver Airports District Office (FAA) was notified by the Meadow Lake Airport Authority (MLAA) that El Paso County is considering approval of the above referenced residential development, Meadowlake Ranch. The FAA is opposed to residential uses of this proposed project. Due to the close proximity to Meadow Lake Airport's Runway 15/33, residential uses of this proposed development could potentially have negative impacts on persons and property on the ground and the safety and utility of the National Airspace System.

Meadow Lake Airport is a busy General Aviation airport, with approx. 383 based aircraft and 65,000 annual operations (a take-off or landing). It is utilized by a variety of aircraft, ranging from small, single-engine propeller airplanes up to jet aircraft that operate during the day and night. The airport is a Federally-funded, public use airport that is required by Federal law to remain open to all types of aircraft 24 hours a day, 7 days a week.

The Federal Government has made a significant investment of public funds in the Meadow Lake Airport. Under the current Federal airport aid program, the FAA has provided over \$7.5 million in development and planning grants to this airport. This investment requires the MLAA, as the airport sponsor, to comply with specific Federal obligations, known as Federal grant assurances. Among many other requirements, Federal grant assurances require MLAA to preserve and operate Meadow Lake Airport in accordance with FAA regulations and standards and to protect the airport from non-compatible land uses.

Incompatible land use at or near airports may result in the creation of hazards to air navigation and reductions in airport utility due to obstructions to flight paths or noise-related incompatible land use caused by residential construction development too close to the airport. FAA considers residential development adjacent an airport to be a non-compatible land use (see FAA Order 5190.6B, Airport Compliance Manual, Chapter 20, *Compatible Land Use and Airspace Protection*).

The southern boundaries of the proposed Meadowlake Ranch is less than 1,300 feet from the end of Runway 15/33 along the extended centerline of this runway. Runway 15/33 is the primary runway at Meadow Lake Airport, serving approx. 95 percent of the airport's annual aircraft operations. This means residents of Meadowlake Ranch will be subject to an average of 95 overflights daily. These aircraft will be at low altitudes as they approach and depart the airport. In accordance with standard operating procedures, aircraft approaching and departing Runway 15/33 could be operating at altitudes lower than 400 feet above the proposed project. This is particularly the case over higher terrain to the north of the airport.

As a consequence of aircraft overflights, residents would be subjected to considerable "single-event" noise impacts from aircraft overflights, which residents are particularly sensitive to during nighttime hours. In addition, there could be visual (perceptual) impacts from aircraft operating into and out of the airport. While these types of operations represent safe and typical flight procedures, it may be disconcerting to many people due to a perceived hazard of low flying aircraft.

Further, there is no guarantee that noise levels at the proposed development will remain the same. The proposed development is so close to Meadow Lake Airport that any change to aircraft operations, and the type of aircraft that use the airport, could readily increase the amount of aircraft noise and overflight over the proposed development. Please be aware FAA would not support any Federal assistance to mitigate aircraft noise or incompatible land uses associated with this proposed development, including soundproofing, the acquisition of houses and relocation of residents. Per FAA policy, remedial noise mitigation measures for new non-compatible development constructed after October 1, 1998 are not eligible for Federal funding (see FAA Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects, dated April 3, 1998).

Although the frequency of aircraft accidents is comparatively very low, the numbers of aircraft using the concentrated airspace of airport approach and departure areas, together with the complexities of takeoff and landing operations, does mean that accidents are proportionately higher in those areas than in other locations farther away from airports. MLAA reports that aircraft annually make emergency landings in the area of the proposed development. Most of these aircraft can be towed back to the airport because they have landed in an open field. The most recent incident was on August 23, 2018, when an aircraft lost power and crashed in the area of the proposed development, approx. a ¼ mile north of Runway 15/33. This aircraft sustained substantial damage. This is why the FAA strongly discourages the congregation of people under airport traffic patterns and approach and departure areas. The proposed Meadowlake Ranch development is within the approach and departure areas for Runway 15/33.

The FAA works with airport sponsors and their surrounding communities to keep approach and departures areas near an airport as clear as possible in order to protect people and property on the ground. In particular, land uses involving large congregations of people, including schools, churches and hospitals are strongly discouraged under approach and departures paths. The State of Colorado also has enacted similar requirements to protect persons and property near airports (see Colorado Revised Statute 24-65.1-202, Criteria for Administration of Areas of State Interest, and 43-10-133, Safe Operating Areas Around Airports).

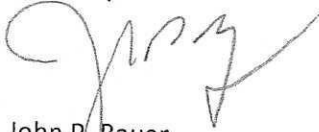
In accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, and Colorado state law, the developer of Meadowlake Ranch must request an airspace analysis of the proposed developed to determine potential aeronautical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

FAA reviews construction proposals through the submittal of FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. If any portion of the proposal is located within 20,000 feet of a public use runway (and breaks a 100:1 plane coming off the nearest point of the nearest runway); or, is more than 200 feet above ground level at any location, the FAA requires the project's proponent to file a Form 7460-1. If the proposal does not meet any of the criteria above, it may still be necessary to file a Form 7460-1 if the structure requires an FCC license or there is a potential for navigational equipment interference. The FAA uses information provided on this form to conduct an aeronautical review to determine if the proposal will pose an aeronautical hazard and to minimize the adverse effects to aviation. FAA Form 7460-1 can be filed electronically at [www.oaaaa.faa.gov](http://www.oaaaa.faa.gov).

For the reasons discussed above, the FAA cannot support the construction of residences so close to Meadow Lake Airport. We recommend El Paso County not approve residential development as proposed and explore alternative uses of this land that better conform with Federal, state and industry recommendations for compatible land uses near airports.

If you have questions regarding the above comments or would like to meet to discuss our concerns, please contact me at (303) 342-1259.

Sincerely,



John P. Bauer  
Manager  
FAA/Denver Airports District Office

cc: Darryl Glen, El Paso County Board  
Leo Milan, Colorado Office of the Attorney General  
David Ulane, CDOT – Division of Aeronautics  
Dave Elliot, Meadow Lake Airport Association



# COLORADO

## Aeronautical Board

April 19, 2019

El Paso County Board of County Commissioners  
2880 International Cir # 110  
Colorado Springs, CO 80910

### Re: Proposed Development Near the Meadow Lake Airport

Dear Commissioners:

In 1991, the Colorado Legislature created the Colorado Aeronautical Board (CAB), recognizing the need to “promote the safe operation and accessibility of general aviation and intrastate commercial aviation in this state; [and] that improvement of general aviation and intrastate commercial aviation transportation facilities will promote diversified economic development across the state...” (C.R.S. 43-10-101).

The CAB has become aware that the El Paso County Board of County Commissioners may soon be reviewing as many as seven development proposals for areas surrounding the Meadow Lake Airport. The Meadow Lake Airport is one of Colorado’s busiest general aviation airports, and one of just three Federal Aviation Administration (FAA) designated reliever airports in Colorado. It is an airport that plays an important role in the regional and statewide aviation system. The airport’s importance to the local community and statewide aviation system is also articulated in the most recent Colorado Aviation Economic Impact Study completed in 2013. According to that study, the Meadow Lake Airport supports 126 jobs and generates \$9,864,000 of economic output, making it a clear contributor to the community’s economic vitality.<sup>1</sup>

The CAB recognizes that these proposals may modify presently existing airport influence areas, the modification of which could affect the health, safety and welfare of El Paso County citizens as well as the air traveling public. Although the CAB recognizes that El Paso County is responsible for its own land use planning, zoning, building code enforcement and regulation, airports such as Meadow Lake Airport are an important component of our state’s general aviation system. In supporting that system, the CAB is responsible for funding public airport needs through discretionary grants, which provide for maintaining and improving airport infrastructure. The CAB has recently approved grants totaling \$2.6 million for airfield improvements at the Meadow Lake Airport, and with this investment, the CAB is compelled to weigh in on the compatibility of potential development around the Meadow Lake Airport.

<sup>1</sup> 2013 Colorado Department of Transportation Aviation Economic Impact Study- <https://bit.ly/2luaHJM>

The CAB understands that new housing demands in El Paso County have generated the desire of developers to meet those demands in the open areas which surround airports like Meadow Lake Airport. However, this increased demand for housing and increased population is one of the contributing factors to incompatible land uses. Incompatible land uses around airports jeopardizes the efficiency of flying activities, and the quality of life of the community residents. With extensive residential development, the development of additional incompatible land uses such as schools, community centers, libraries and commercial support for the residences come to fruition. When the developments are too close to airports, noise incompatibility, potential bodily injury and death to persons on the ground and aircraft occupants as well as other unintended consequences come into play.

The CAB also understands that El Paso County may be confronted with the need and desire to expand their tax base by increasing residential development, versus a plan that will ensure safety of the public. There are a wide variety of citizens affected by airport activity, including those who travel through airports; those who work at airports; those who have or will have property interests near airports; as well as those impacted by airport and airport activities, particularly aircraft noise. Residential development, particularly high-density development on airport arrival or departure corridors, is not compatible with airport operations due to aircraft noise impacts and for safety reasons in the event an aircraft experiences difficulty on takeoff or landing.

The CAB suggests the preparation and adoption of a comprehensive development plan as a critical and effective part of the process of ensuring land use compatibility. If a comprehensive development plan that addresses zoning and land-use standards reflective of state and federal law requirements has not been created prior to development, citizens may be placed in harm's way. Any rezoning for development purposes that jeopardizes public health, safety and welfare, or the vibrancy of the Meadow Airport should be thoughtfully considered with a vision towards long term impacts.

For your convenience, excerpts of applicable State and Federal Legislation are attached. The purpose of the attached legislation requires the development of acceptable and consistent compatible land use standards.

The CAB appreciates the opportunity to provide this input, and again strongly encourages the El Paso County Commissioners to ensure that development around the Meadow Lake Airport be consistent with providing a safe environment to El Paso County residents.

We appreciate your consideration of our input. If you have any questions or need additional information, please contact me at (303) 615-1194, or Aeronautics Director David Ulane at (303) 512-5254.

Sincerely,



Dr. Jeffrey Forrest, Ph.D.  
Chair, Colorado Aeronautical Board





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## Colorado Airport Operators Association

1140 US Highway 287, #400-277 • Broomfield, CO 80020  
(303) 947-7815 • coloradoairports@gmail.com

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May 5, 2019

Mr. Craig Dossey  
Executive Director,  
El Paso County Planning and Community Development  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

Re: Encroachment on Colorado Airports

Dear Mr. Dossey,

The Colorado Airport Operators Association (CAOA) serves the common interests of the owners, operators, and users of the 74 public use airports located throughout the State of Colorado. CAOAs provides a unified voice for airport operators to State and Federal agencies, the General Assembly and the Congress of the United States of America, on proposed or pending legislation and regulations.

I am writing to you specifically concerning Meadow Lake Airport, located, just east of Colorado Springs. According to the 2013 Economic Impact Study that was conducted by the Colorado Division of Aeronautics, Meadow Lake Airport's economic contribution to the communities it serves was \$10.1 million in output and 130 jobs, with an annual payroll of \$4.9 million. I expect that this has grown considerably in the years since that study and will continue to act as an economic driver for the community.

One of the most significant threats to airports is the growth of non-compatible development around them. This encroachment can significantly restrict an airport's ability to provide the services to the local community that it was intended to. Centennial Airport and former Stapleton Airport provide cautionary examples of the impact of residential and non-compatible business development that will begin to negatively impact airport operations and, in some cases, force the airport to dramatically alter or restrict flight operations.

CAOA strongly encourages communities with airports to carefully evaluate their zoning and land use planning to ensure that appropriate Airport Influence Zones are identified and compatible zoning established in the areas surrounding their airports to help protect the ongoing viability of the airport and prevent situations that may result in land use conflicts. The most direct approach involves early adoption of compatible zoning and land use standards allowing only business and industrial uses that will not be negatively impacted by the noise and aviation activity that is naturally a part of airport operation. Second, ensuring that residential

growth is carefully restricted in the Airport Influence Zone to both clearly establish the impacts of locating within the zone and protect airport approach and departure areas from all non-compatible development.

We understand that Meadow Lake Airport is currently facing six development proposals for projects that will be directly adjacent to the airport, three of which are directly in line with its runways and approach/departure corridors. One is in the main runway clear zone and the other two are in areas that are used often for "off-airport" precautionary landings. Development in approach and departure zones like this will create unnecessary hazards to both aircraft and persons on the ground. CAO strongly recommends that you develop proper zoning and land-use standards in these areas to protect the Meadow Lake Airport.

Please don't hesitate to contact us if we can help with providing understanding to these potential threats to your airport's continued operation.

Sincerely,



Jason R. Licon  
President

Cc: Mark Waller, Commissioner (District 2), and Planning Commission Liaison (200 South Cascade Avenue, Suite 100, Colorado Springs, CO 80903)

Stan VanderWerf, County Commissioner, Commissioner (District 3) and Airport Liaison (200 South Cascade Avenue, Suite 100, Colorado Springs, CO 80903)

Dave Elliott, Meadow Lake Airport Director (8489 Cessna Dr, Peyton, CO 80831)



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

Denver Airports District Office  
26805 E. 68<sup>th</sup> Avenue, Room 224  
Denver, Colorado 80249  
303-342-1250; FAX303-342-1260

May 31, 2019

Dave Elliott  
President  
Meadow Lake Airport Association  
13625 Judge Orr Road  
Peyton, Colorado 80831

Dear Mr. Elliott:

Meadow Lake Airport  
Colorado Springs, Colorado  
Airport Layout Plan  
Airspace Case No. 2019-ANM-665-NRA

The Denver Airports District Office has completed the review of the Airport Layout Plan (ALP) for the Meadow Lake Airport and we have found it acceptable from a planning standpoint, as detailed below. Please find enclosed a signed copy of the ALP, dated May 31, 2019.

The approval indicated by my signature is given subject to the condition that any future development, regardless of the source funding for the project, is subject to the National Environmental Policies Act of 1969 (P.L. 91-190).

A Federal Aviation Administration (FAA) aeronautical study, No. 2019-ANM-665-NRA, was completed on the proposed development shown on the ALP to determine its effect on the safe and efficient utilization of national air space. This study was based on coordinates provided by airport sponsor's consultant, Jviation, on September 2018 and US Geological Survey Topo 7.5 - Minute Quad.

This study found proposed development will not adversely affect the safe and efficient use of airspace by aircraft, subject to the following provisions:

1. This study nor its associated remarks constitutes a request for an instrument approach procedure. When ready to request such a procedure, please contact the Denver ADO to enter the request through the IFP Gateway. AC 150/5300-18B and AC 150/5300-13A survey requirements must be met for night time or straight-in instrument approaches and updated airport data must be in our database 12 months prior to the requested chart date.
2. Reverse Part 77 report identifies existing structures which now exceeds Part 77 surfaces due to the new Runway 15G/33G. These structures will need to be removed, marked and/or lighted, as appropriate. Please provide the Denver ADO a plan to address these structures.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports; the existing airspace structure and projected programs of the FAA; the safety of person and property on the ground; and existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area.

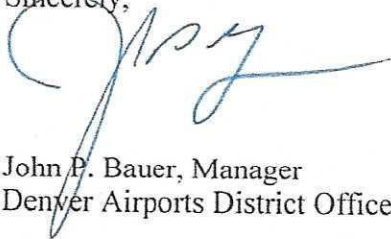
This ALP approval considers only the safety, utility and efficiency of the Meadow Lake Airport and is conditioned on acknowledgement that any development on airport property will require written approval from the FAA, including planning, environmental and construction approval. This ALP approval is also conditioned on acceptance of the plan under local land use laws. In accordance with AIP Grant Assurance 21, Compatible Land Use, we encourage appropriate agencies to adopt land use and height restrictive zoning based on the ALP, such as 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 the arrival and departure of aircraft.

Approval of the ALP does not commit the United States to participate in the cost of any development proposed. Also be advised that when undertaking airport construction, alteration or deactivation, such action requires the airport sponsor to notify the FAA and the FAA to review the proposed action in accordance with 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, and Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports. In addition, all airport construction must be completed in accordance with FAA Advisory Circulars current at the time of construction.

Finally, the Capital Improvement Plan (CIP) proposed for development shown on the ALP indicates the year in which the airport sponsor plans to initiate such projects. While the Denver ADO will use the this CIP to develop and amend the FAA's CIP for the airport, please note that the FAA will periodically review and revise its CIP for the Meadow Lake Airport and it may vary from the CIP proposed by the airport sponsor.

If you have questions regarding this ALP approval, please contact Linda Bruce, Community Planner for Colorado, at (303) 342-1264.

Sincerely,



John P. Bauer, Manager  
Denver Airports District Office

Enclosures

cc: Kaitlyn Westendorf, CDOT Aeronautics Div.  
Tony Davis, Aviation  
FAA Seattle FPO (AJV-W24) w/ encls.



U.S. Department  
of Transportation  
**Federal Aviation  
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Northwest Mountain Region  
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Denver Airports District Office  
26805 E. 68th Ave., Suite 224  
Denver, CO 80249

February 25, 2021

John Green, Planner  
El Paso County Planning and Community Development Department  
2880 International Circle, Suite 110  
Colorado Springs, Colorado 80910

Dear Mr. Green:

The Federal Aviation Administration, Denver Airports District Office (FAA) appreciates the opportunity to comment on the agency referral for the "Solace of Colorado Springs" development. Due to the close proximity of this proposed residential development to the Runway 17R threshold at the Colorado Springs Airport, the FAA has concerns that the proposed development is not compatible with airport operations.

Of particular concern, is the location of the proposed development inside and adjacent to the 65 Day-Night Average Sound Level (DNL) noise contour as shown on the Airport Layout Plan (ALP). 14 CFR Part 150 "Airport Noise Compatibility Planning" Appendix A Table 1 designates residential land use near an airport inside an area with a DNL at or above 65 decibels as "not compatible and should be prohibited". Although 14 CFR Part 150 also emphasizes "the designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law", it is without question that residents inside the Solace of Colorado Springs development will be subjected to ongoing noise and overflights at low altitude, as aircraft approach and depart the airport. As a consequence of these overflights, residents would be exposed to considerable noise impacts.

In addition, the development is close enough to the Colorado Springs Airport that any change to aircraft operations, and the type of aircraft that use the airport, could increase the amount of aircraft noise and overflight over the proposed development. Please be aware FAA would not support any Federal assistance to mitigate aircraft noise or incompatible land uses associated with this proposed development, including the acquisition of houses and relocation of residents. Per FAA policy, remedial noise mitigation measures for new non-compatible development constructed after October 1, 1998 are not eligible for Federal funding (see FAA Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects, dated April 3, 1998).

In addition to noise, there would also be visual (perceptual) impacts from aircraft operating to and from of the airport. While these operations represent safe and typical procedures over the currently vacant land, it would be disconcerting to many people on the ground in this area of proposed development, due to a *perceived hazard* of low-flying aircraft. This is a main reason that these types of land uses are strongly discouraged under airport traffic pattern areas, especially under approach areas. Although the frequency of aircraft accidents is comparatively very low, the numbers of aircraft using the concentrated airspace of airport approach areas, together with the complexities of takeoff and landing operations, means accidents are proportionately higher in those areas than in other locations farther away from airports.



U.S. Department  
of Transportation  
**Federal Aviation  
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Northwest Mountain Region  
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Denver Airports District Office  
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Denver, CO 80249

The proposed Solace of Colorado Springs development mentioned above includes new residential apartment housing approximately 5,800 feet north of the Runway 17R threshold, along an extended runway centerline. Any proponent of construction this close to a public-use runway is required under 14 CFR Part 77, *Objects Affecting Navigable Airspace*, to request an FAA airspace study of the proposed construction to ensure airspace surrounding the airport is not adversely affected. An aeronautical study may be requested by submitting FAA Form 7460-1 via mail or electronically at [www.oaava.faa.gov](http://www.oaava.faa.gov). These aeronautical studies are crucial to protect Airport approach and departure operations.

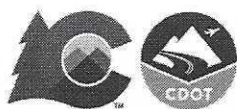
As a recipient of over \$271 Million dollars in Federal Airport Improvement Program (AIP) funding since 1982, the City of Colorado Springs is obligated to comply with certain Federal grant assurances, which include a requirement to "take appropriate action, to the extent reasonable, to restrict the use 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 of aircraft". The City of Colorado Springs is also obligated to "not cause or permit any activity or action thereon which would interfere with its use for airport purposes". We recognize that the City of Colorado Springs does not have zoning and permitting authority over the area in question. With that in mind, we strongly recommend that the City of Colorado Springs work with El Paso County to actively discourage any proposed non-compatible land use near the Airport. Failure to comply with Federal grant assurances may result in the FAA issuing an order terminating eligibility for grants or suspending the payment of grant funds to the Colorado Springs Airport.

We appreciate the opportunity to comment on the proposed Solace of Colorado Springs development and your willingness to provide information on the proposed development. If you need further assistance, please contact our office Compliance Specialist Mike Matz at (303) 342-1251.

Sincerely,



John P. Bauer,  
Manager  
Denver ADO



**COLORADO**  
**Department of Transportation**

Division of Aeronautics

5126 Front Range Parkway  
 Watkins, CO 80137  
 (303) 512-5250

April 6, 2021

Craig Dossey, Executive Director  
 El Paso County Planning and Community Development Department  
 2880 International Circle, Suite 110  
 Colorado Springs, Colorado 80918

**RE: Colorado Division of Aeronautics Comments on Draft El Paso County Master Plan**

In 1991, the Colorado Legislature created the Colorado Division of Aeronautics (Division) and the Colorado Aeronautical Board (CAB), recognizing the need to “promote the safe operation and accessibility of general aviation and intrastate commercial aviation in this state; that improvement of general aviation and intrastate commercial aviation transportation facilities will promote diversified economic development across the state...” (C.R.S. 43-10-101).

It is with this charge that the Division of Aeronautics respectfully submits comments on the draft El Paso County Master Plan, specifically as it relates to the four public use airports in the county- Colorado Springs, Meadow Lake, Ellicott/Springs East, and Calhan.

In El Paso County, these four airports, in particular Colorado Springs and Meadow Lake, are collectively responsible for supporting over 26,000 jobs in the community and generate nearly \$3.5 billion in annual business revenues (economic output)<sup>1</sup>. In support of these facilities and their key roles in your local community and our statewide aviation system, the Colorado Division of Aeronautics has invested over \$36 million in grants and state infrastructure bank loan funds to help ensure the continued safety, viability and capacity of these airports.

As our Division accomplishes our mission, we are guided in large part by our 2020 Colorado Aviation System Plan (CASP), which was developed in consultation with the Federal Aviation Administration and a robust statewide stakeholder group. The CASP was adopted by the CAB in August 2020 and identifies and prioritizes statewide airport facility and service needs. The plan also identified the top ten system issues affecting Colorado airports, one of which is land use planning and encroachment of incompatible uses on existing airports, as discussed in section 4-18 of the CASP<sup>2</sup>.

<sup>1</sup>2020 Colorado Aviation Economic Impact Study- [www.codot.gov/programs/aeronautics/studies-plans-reports/2020ceis](http://www.codot.gov/programs/aeronautics/studies-plans-reports/2020ceis)

<sup>2</sup>2020 Colorado Aviation System Plan- [www.codot.gov/programs/aeronautics/studies-plans-reports/2020casp](http://www.codot.gov/programs/aeronautics/studies-plans-reports/2020casp)



To that end, we strongly encourage El Paso County to help protect the public use airports in your county from encroaching incompatible land uses. Such land uses can have a negative impact on the safety and welfare of the community, and also reduce the safe and efficient operations and development of these airports, most notably Colorado Springs and Meadow Lake. To accomplish this in your new Master Plan, we would respectfully offer the following specific comments:

1. On all maps, diagrams and drawings which include airports, clearly depict all four public use airports in El Paso County including visual depiction of runway alignments. For example, the map depicting "Key Areas" on page 18, only includes a shaded representation of the Colorado Springs Airport's location and doesn't include the other three airports at all. A clear depiction of airport locations and runway layouts will help facilitate appropriate land uses and increase public awareness of these facilities.
2. For the Colorado Springs Airport, adopt the airport's Overlay Zone in El Paso County, as well as the included APZ 1 and APZ 2 zones that are key for the protection of the public health and safety, and the continued safe and efficient operations of the Colorado Springs Airport.
3. Recognize, identify and protect the runway protection zones at the Meadow Lake Airport from incompatible land uses.
4. Promote and adopt land uses around all four of the county's public use airports that ensure such land uses are compatible with airport operations.

Thank you for your consideration of our comments. On behalf of the Colorado Aeronautical Board and the Division of Aeronautics, we appreciate your support of El Paso County's airports as important parts of your local community, and our larger statewide transportation system. If you have any questions or need additional information about these comments, please contact me at (303) 512-5254.

Sincerely,



David R. Ulane, A.A.E.  
Aeronautics Director

