

APPENDIX C**El Paso County Land Development Code, Appendix B:
GUIDELINES AND REGULATIONS FOR AREAS AND ACTIVITIES
OF STATE INTEREST****Chapter 7 - SITE SELECTION AND EXPANSION OF AIRPORTS****Article 2 Permit Application and Procedures****Table of Contents****Section 7.201. Application Submission Requirements**

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Section 7.201. Application Submission Requirements

7.201 (1) PLAN. *A plan (which may be satisfied by the airport layout or master plan) and related documents and studies, locating the proposed airport or expansion with respect to the following boundaries and physical features:*

(a) The boundaries of the affected Airport Influence Area and of any relevant subzones and airport zones therein located within unincorporated El Paso County;

El Paso County Land Development Code defines Airport Influence Area (AIA):

“... (2) for all General Aviation Airports-Reliever (GA-R): the Runway Protection Zone and the conical surface, as shown on the FAA and/or County approved Airport Master Plan or Airport Layout Plan; ...”

The FAA approved Airport Layout Plan (ALP) is contained as Chapter 7 of the Meadow Lake Airport Master Plan Update [Reference (b)] and attached separately as Reference (c):

[P] Sheet 07 of 21, “Airport Airspace Drawing – Existing” depicts the FAR Part 77 surfaces for the existing runway complex at Meadow Lake and approximate definition of the Meadow Lake Airport Influence Area. [Encl 13d(2)]

[F] Sheet 08 of 21, “Airport Airspace Drawing – Future” depicts the FAR Part 77 surfaces for the possible future runway complex at Meadow Lake, and possible redefinition of the Airport Influence Area. [Encl 13d(3)]

(b) The location of existing or proposed airport facilities, including towers, light, terminals, hangars, aprons, parking areas, taxiways, and runway;

[P] Existing airport facilities are shown on the charts at Enclosure 13c(2) and ALP Sheet 03 of 21, “Airport Layout Plan - Existing” [Encl 13c(3)]

ALP Sheet 05 of 21, “Terminal Area Plan – Existing” depicts current buildings and facilities in the hangar area of Meadow Lake Airport [Ref (c)]

ALP Sheet 20 of 21, “Exhibit A Property Map” depicts buildings and facilities on and around all of the Meadow Lake Airport property. [Ref (c)]

[F] A representation of where future facilities might be located is indicated on Sheet 04 of 21, “Airport Layout Plan – Future” [Encl 13c(4)]

(c) The location and nature of existing or approved developments and land uses within the Airport Influence Area located within unincorporated El Paso County, based on readily-available data from the Development Services Department or other public sources, including those of the applicant;

update to today's - 6 year old info not acceptable; much has changed in the last 6 years

[P] Sheet 19 of 21, “Land Use Drawing” depicts current land use surrounding Meadow Lake Airport (as of 2016 when this Master Plan was drafted).

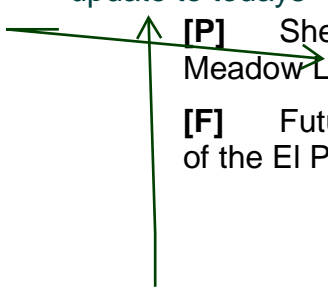
[F] Future land uses in the Airport Influence Area will be subject to provisions of the El Paso County Master Plan [Reference (h)].

no reference h submitted; what does this sentence mean? Are you asking the County to limit uses?

airport master plan? This is a year 2022 1041 submittal not a master plan

provide a new sheet as new exhibit -

where would be aviation school be? is it on the ALP? Is there any club-restaurant possible? that needs to be added to the exhibit?



(d) *The elevation or contours of the ground (at no less than 10-foot intervals) and elevation of existing structures (over 50 feet in height) within the Airport Influence Area and within unincorporated El Paso County, as shown on current USGS contour maps at selected points to reasonably identify these features.*

[P] ALP Sheet 07 of 21, “*Airport Airspace Drawing – Existing*” depicts the FAR Part 77 surfaces for the existing runway complex at Meadow Lake and approximate definition of the Meadow Lake Airport Influence Area. Ground contour elevations are depicted in 10 foot intervals. [Encl 13d(2)]

[F] Sheet 08 of 21, “*Airport Airspace Drawing – Future*” depicts the FAR Part 77 surfaces for the possible future runway complex at Meadow Lake, and possible redefinition of the Airport Influence Area. Ground contour elevations are depicted in 10 foot intervals. [Encl 13d(3)]

7.201 (2) TRAFFIC PATTERNS. *A map showing anticipated generalized arrival, departure and local air traffic patterns proposed to occur within unincorporated areas of El Paso County due to the new or expanded airport.*

[P] Enclosures 13d(4)-(6) show the generalized arrival, departure and “closed” traffic patterns for the three runways at Meadow Lake Airport. Actual flight paths (and ground track) are subject to performance of aircraft and pilot, and per the authority and discretion of the Pilot-In-Command.

[F] Anticipated changes to the aircraft traffic will be submitted with an application for expansion of the runway system at such time as that development is proposed and appropriate traffic patterns are contemplated.

7.201 (3) PUBLIC SAFETY & PROPERTY ISSUES. *Description of potential public safety and property issues related to the airport.*

[P] There are few safety or property issues with the present airport configuration that has been in operation since 1966 with current land uses. Current considerations may be described as follows:

- (a) Traffic Pattern. The local traffic patterns at Meadow Lake are prescribed and published as “standard” (counter-clockwise/left-hand turns) for Runways 15 & 26, and “non-standard” (clockwise/right-hand turns) for Runways 33 & 08. This allows for the majority of flight paths to be over undeveloped properties (primarily zoned AG-35). In addition, Runway 15G (Turf) is “non-standard” and Runway 33G (Turf) is “standard” to separate unpowered (glider) traffic on the west-side of the airport from the powered traffic using the east side of the airport. Reference (q) provides guidance for “Non-Towered Airport Flight Operations”, commonly referred to as “Uncontrolled Airports”.
- (b) Aircraft Mishap Potential. Historically, the vast majority of mishaps at Meadow Lake Airport have been with departures (takeoffs). This is not unexpected due to the high-elevation, high density-altitude environment we operate in.

Normally, pilots are taught to takeoff and land into the wind, so that the wind flowing over the wing allows for a slower “ground” speed and shorter takeoff/landing distance. Due to the downhill slope of Meadow Lake’s main runway to the south, and the nearly one mile of open pasture owned by the airport south of the runway, Runway 15 is designated as the “preferred” runway at Meadow Lake Airport (with Pilot-In-Command discretion up to 5-10 knots of “tail-wind”). There have been few mishaps on the south end of the runway and with the MLAA owning the property to Falcon Highway (almost a mile south of the runway), there is low potential public safety or property issues.

Alternatively, the majority of mishaps at Meadow Lake have involved takeoffs to the north on Runway 33: i.e.; uphill, towards Judge Orr Road and Route 24 and rising terrain, and the increasingly encroaching residential neighborhoods.

- The north-end Runway 15/33 Runway Protection Zone (RPZ) includes a “Clear Zone Easement” over the property between Judge Orr Road and Route [Enclosure 13b(3)(b)]. This “crash zone” has enough significance to safety that the FAA has agreed to provide funding for the MLAA to purchase the property when it becomes available. Although an official offer was made in October 2020 based on a Commercial Land Appraisal, a purchase agreement was not reached. Negotiations are active with the new owner of the property.
- On the north side of Route 24, the “Runway 33 Departure Zone”, frequent “off airport landings” are made by aircraft unable to climb out of ground effect with the rising terrain. These are not normally “accidents”, since there are usually no injuries or aircraft damage, and the aircraft is towed back to the airport. ANY development of this area will most likely result in significant injuries to persons on the ground and in the aircraft, and damage to property. These concerns were reiterated by the FAA ADO in their letter of October 9, 2019 regarding the proposed sketch plan for Meadowlake Ranch [Enclosure 6c]

The Colorado Division of Aeronautics letter of April 6, 2021 [Enclosure 6h] states the following:

“... 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.”

The Pikes Peak Multi-Hazard Mitigation Plan [Reference (i)] states the following in discussing “Major Aircraft Incident”:

4.11.5.1 Definition and Extent

“Periodic plane crashes are an unfortunate fact of life in mountain regions. Unpredictable, sometimes violent weather and rugged terrain often create a hazard for air travelers, especially those traveling in smaller aircraft. El Paso County’s recent history reflects a number of aviation incidents, some fatal, and many of which are concentrated around the county’s airports. El Paso County, like many mountainous areas, demands the best of pilots. El Paso County has eight airports or small airfields. Four are U.S. Military airfields, three are active private airports, and one is a commercial airport. Commercial accidents are rare with the most notable occurring in March 1991 in which Flight 585 crashed while making its final approach to the Colorado Springs Airport, killing 25 people on board. This loss of life was kept to only those on the aircraft due to simple luck, as the plane came down in a park immediately adjacent to an apartment complex and subdivision.”

4.11.5.2 Previous Occurrences

“Based on historical numbers, the greatest danger for aviation in El Paso County is from small airplanes including those that are privately owned, as well as those that are contracted by the US Air Force Academy and Peterson Air Force Base as part of their Aero Clubs. Weather patterns in the Front Range can change rapidly and, in many cases, can exceed the competency of many pilots. From 2010 to 2018 there was 35 accidents and incidents reports to the National Transportation Safety Board, of those 8 fatalities among four accidents were recorded.”

4.11.5.3 Vulnerability

Probability of Future Occurrence

“The National Transportation Safety Board, from 2010 to 2018, reported 35 incidents and accidents within El Paso County. This is slightly less than five per year; therefore, the probability of the typical light airplane crash is highly likely to happen every year. Aircraft accidents have and will continue to be a danger to residents in the County. The great danger would be a commercial aircraft crash in a highly populated area. Although airport operations at Colorado Springs Airport have decreased, the impact of a crash is increasing due to the number of residents and businesses being built in the departure and approach path for flights.”

- (c) Noise Complaints. While not a safety hazard to persons or property, encroaching residential developments have resulted in a slight increase in noise complaints and inquiries.

This is a significant concern referred to in correspondence from the FAA Denver Airport District Office [Enclosure 6g]:

“As a consequence of aircraft overflights, residents would be subjected to considerable “single-event” noise impacts from aircraft overflights,

Cross reference your response in 2.303 where you indicate no noise concerns; the two answers are conflicting

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.”

This is a 1041 site and expansion- NOT approval of a Master Plan

Approval of a 1041 does not adopt Part 77 surfaces remove this.

The purpose of this submission at this time is to obtain County approval of the Master Plan and subsequent adoption of Part 77 airspace protections for Meadow Lake Airport. Some aviation easements are already in place for current operations. . . . [see Enclosure 13(b)]

[F] An appropriate analysis will be submitted with application for expansion of the runway system at such time as that development is needed and contemplated.

7.201 (4) AFFECT ON COMMUNITY. Description of how the airport or airport expansion will affect existing communities, the environment and existing community or public services. Attach or refer to any FAA required environmental assessment.

[P] The Meadow Lake Airport has not had any known effect on the Falcon community, local environment or community services for the 56 years of operation. The purpose of this submission at this time is to obtain County approval of the Master Plan (and future adoption of current Part 77 airspace protections for Meadow Lake Airport).

This is a 1041 site and expansion- NOT approval of a Master Plan

A Finding of No Significant Impact (FONSI) from the FAA Denver Airport District Office (ADO) is the opening cover page of the “Environmental Assessment – Meadow Lake Airport – Establishment of Turf Runway – Final Report - May 2013”. [reference (e)]

Approval of a 1041 does not adopt Part 77 surfaces remove this.

[F] An appropriate analysis and assessments will be submitted with application for expansion of the runway system at such time as that development is needed and contemplated.

7.201 (5) AFFECT ON ECONOMY & TRANSPORTATION. Description of how the airport or airport expansion will affect economic and transportation needs of the state, County and the area. A Finding of No Significant Impact (FONSI) from the Federal Aviation Administration District Office (FAA/ADO) may satisfy this requirement.

[P] A Finding of No Significant Impact (FONSI) from the FAA Denver Airport District Office (ADO) is the opening cover page of the “Environmental Assessment – Meadow Lake Airport – Establishment of Turf Runway – Final Report - May 2013”. [Reference (e)]

This is a 1041 site and expansion- NOT approval of a Master Plan

The purpose of this submission at this time is to obtain County approval of the Master Plan and subsequent adoption of Part 77 airspace protections for Meadow Lake Airport. The economic impact of any/all airports in Colorado is studied and published with the periodic updates of the Colorado Aviation System Plan and Economic Impact Study [reference (l)]. The impact of Meadow Lake

Approval of a 1041 does not adopt Part 77 surfaces remove this.

Airport to the local economy and El Paso County is well documented [see Enclosure 14b(1)]. The study indicated Meadow Lake's contribution to the local community of:

- 273 Jobs
- \$13,442,000 Payroll
- \$20,865,000 Value Added
- 45,010,000 Business Revenues

Meadow Lake Airport's location and significance to the local transportation network is discussed favorably in the new "Your El Paso County Master Plan" [reference h]:

"As an airport, Meadow Lake has excellent distribution opportunity for its companies but its location on Highway 24 further strengthens its access to the rest of the region, state and country."

[F] An appropriate 1041 Application to El Paso County with an updated and approved ALP will be submitted with application for expansion of the runway system at such time as that development is contemplated.

7.201 (6) FAA PERMITS & APPROVALS. Description and copies of applicable FAA permits and approvals.

~~The Finding of No Significant Impact (FONSI) from the FAA Denver Airport District Office (ADO) is the opening cover page of the "Environmental Assessment – Meadow Lake Airport – Establishment of Turf Runway – Final Report - May 2013" [reference (e)]~~

[P] None are required or appropriate at this time. The purpose of this submission at this time is to obtain County approval of the Master Plan and subsequent adoption of Part 77 airspace protections for Meadow Lake Airport.

The FAA approval of the Meadow Lake Airport Master Plan, Chapter 3 - Forecast of Aviation Demand is provided at Enclosure 6(b)

The FAA approval of the KFLY Airport Layout Plan (ALP) is provided at Enclosure 6(f).

[F] ~~The appropriate FAA 7480-1 and FAA/County approved ALP will be submitted with application for expansion of the runway system at such time as that development is contemplated.~~

7.201 (7) AFFECT ON EXISTING AIRPORTS. Description of how the airport site or airport expansion related to existing airports. An FAA and/or County-approved Airport Layout Plan, Airport Master Plan, or FAA Form 7480-1 may satisfy this requirement.

See "Meadow Lake Airport Master Plan" and "Airport Layout Plan" [References (b) & (c), w/enclosures]

This is a 1041 site and expansion- NOT approval of a Master Plan

This is a 1041 site and expansion- NOT approval of a Master Plan

County does not approve the ALP just the 1041

[P] The purpose of this submission at this time is to obtain County approval of the Master Plan (and future adoption of Part 77 airspace protections for Meadow Lake Airport.)

[F] The appropriate FAA 7480-1 and FAA/County approved ALP will be submitted with application for expansion of the runway system at such time as that development is contemplated.

7.201 (8) PROPERTY RIGHTS . *Description of measures to be taken and property rights to be acquired, which may include legally sufficient executed deeds, avigation easements and/or disclosures, to demonstrate that the proposed airport or airport expansion has legal authority to operate as proposed.*

[P] None are required at this time, for current operations. The purpose of this submission at this time is to obtain County approval of the Master Plan (and future adoption of Part 77 airspace protections for Meadow Lake Airport.) A list of current Plats and Easements is provided at Enclosure 13(f). As additional land development is proposed within the Airport Influence Area, additional Avigation Easements must be coordinated as a condition of development. [see Enclosure 13b(3)(a)] This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77

[F] The appropriate FAA 7480-1 and FAA/County approved ALP will be submitted with application for expansion of the runway system at such time as that development is contemplated.

That is not for the County to enforce or obtain; the airport will work w/ individual private property owners to achieve this.

The County will continue to send applications to the airport for review and comment; the County is not acting as a private property right "takings"

Section 7.202. Review Criteria

this requested 1041

After approval of the above "Application for 1041 Permit", the MLLA will continue to coordinate with El Paso County for implementation of appropriate compatible land use planning for the Meadow Lake Airport Influence Area. The intent of this effort, and the purpose of CRS 43-10-113, is to ensure compatibility of development of the surrounding community with existing airport operations and approved airport plans. The 1041 review criteria below is appropriate with the alternate emphasis that development plans encroaching on the airport must be compatible with the existing airport. The intent of the requirements of both the federal and state governments, through their regulations and grant assurances, is to protect and balance the interest and investment of those governmental entities with the community served by this airport.

7.202 (1) NOISE. Site selection and expansion of airports shall be administered to encourage land use patterns that will separate noise originating from approved aircraft operations from residential and other noise-sensitive areas in the unincorporated area of El Paso County;

plan no longer exists

[P] The purpose of this application is to establish recognition and standing of Meadow Lake Airport as a "Matter of State Interest", to coordinate minor adjustments to the Meadow Lake Airport Influence Area as depicted in the Falcon-Peyton Small Area Master Plan (2008). and to provide recognized resources such as the FAA Advisory Circular 150/5190-4B "Airport Land Use Compatibility Planning" [Reference u] and the ACRP studies [references (bb), (dd), (ee) and (ff)], as guides to all planners for developing mutually compatible land use within the Airport Influence Area. Correspondence from the FAA Denver Airport District Office (ADO) and various official Colorado aeronautical entities support this critical need [see letters at Enclosure 6].

Analysis of current operations as detailed in the Environmental Assessment indicate that noise should not be a routine issue. [see Enclosure (e)]

[F] Future expansion of the airport, in accordance with the growth plans projected in this Master Plan or future updates must address effects and considerations to the neighboring community. 1041

7.202 (2) PUBLIC SAFETY & HEALTH. Site selection and expansion of airports shall be administered to avoid danger to public safety and health or to property due to potential aircraft crashes in the unincorporated area of El Paso County;

[P] Adoption of the Meadow Lake Airport Master Plan Update and use of published compatible land use planning guides will allow planners of the airport and surrounding properties to properly accomplish acceptable land use planning within the Meadow Lake Airport Influence Area.

[F] Future expansion of the airport, in accordance with the growth plans projected in this Master Plan or future updates must address effects and considerations to the neighboring community.

This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77; the County is not adopting a Master plan

7.202 (3) AIRPORT INFLUENCE AREA. *Airport location or expansion decisions shall consider the type of development which will occur within the Airport Influence Area, as herein defined, in the unincorporated portion of El Paso County.*

This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77; the County is not adopting a Master plan

[P] Adoption of the Meadow Lake Airport Master Plan Update and use of published compatible land use planning guides will allow planners of the airport and surrounding properties to properly accomplish compatible land use planning within the Meadow Lake Airport Influence Area.

[F] Future expansion of the airport, in accordance with the growth plans projected in this Master Plan or future updates must address effects and considerations to the neighboring community. — 1041

7.202 (4) COMMUNITY IMPACT. *Airports shall be located or expanded in a manner that will minimize disruption to existing communities and will minimize the impact on existing community or public services;*

[P] Adoption of the Meadow Lake Airport Master Plan Update and use of published compatible land use planning guides will allow planners of the airport and surrounding properties to properly accomplish acceptable land use planning within the Meadow Lake Airport Influence Area

[F] Future expansion of the airport, in accordance with the growth plans projected in this Master Plan or future updates must address effects and considerations to the neighboring community.

7.202 (5) NEED. *There is sufficient existing and projected need to warrant and support the airport or airport operations;*

[P] As detailed throughout this application and accompanying enclosures and references, Meadow Lake is considered by state and federal authorities as a significant Regional General Aviation facility with beneficial impacts to the national and state aviation systems, and local community and its economy.

[F] Future expansion of the airport, will only be considered when justification is documented at the national or state airport system level with an update to the Airport Master Plan. Growth of the airport to B-II or larger is a significant capital investment well beyond the financial resources of the MLAA. Expansion in accordance with the growth plans projected in this Master Plan or future updates, must address effects and considerations to the neighboring community.

7.202 (6) APPLICABLE PLANS. *The nature and location of the airport site or expansion complies with all applicable provisions of the State Aviation Systems Plan, and other applicable municipal, regional, state and national plans;*

[P] Described through-out this application. The Environmental Assessment for the Turf Runway was funded by a Colorado Discretionary Aviation Grant as an asset to the Colorado Airport System Plan. Meadow Lake is an integral part of the state airport system and is considered by the Colorado Aeronautics Board to be the #2 training facility in the state.

[F] Expansion of the current airport can only be considered with support from state or federal resources due to the funding required.

7.202 (7) ECONOMIC & TRANSPORTATION NEEDS. *The nature and location of the airport site or expansion is compatible with the existing and reasonably foreseeable economic and transportation needs of the state, County and of the area immediately servicing the airport;*

[P] The United States is currently experiencing a critical shortage of pilots and training facilities are in dire need. In providing a contribution to the federal and state aviation programs, Meadow Lake is also an economic asset to the community and El Paso County (see Enclosure 14a).

[F] Meadow Lake Airport's location and significance to the local transportation network is discussed favorably in the El Paso County Master Plan [Reference (h)]:

"As an airport, Meadow Lake has excellent distribution opportunity for its companies but its location on Highway 24 further strengthens its access to the rest of the region, state and country."

7.202 (8) OBSTRUCTIONS. *The airport site or expansion is not an area with unmovable obstructions which might interfere with any airport approach or Runway Protection Zone, or assurances have otherwise been received that all removable obstructions will be eliminated from applicable obstacle identification surfaces;*

[P] There are no obstructions on or off airport that interfere with the Meadow Lake Airport runways and/or operations at this time.

Compliance with these concerns is part of FAA obstruction evaluation (per 14 CFR Part 77) and approval of the Airport Layout Plan. The Division of Aeronautics conducts tri-annual visits to each airport to update the FAA 5010 Master Record [see Enclosure 15d(1)].

[F] El Paso County's requirement for developers and construction planners to obtain an FAA 7460-1 Statement of No Objection prevents obstructions from being erected in the Meadow Lake approach zones and FAR Part 77 surfaces.

7.202 (9) NATURAL RESOURCES. *The benefits of the airport location or expansion outweigh the loss of any natural resources or agricultural lands rendered unavailable as a result of the proposed airport location or expansion, including development of the area around the airport;*

[P] No effects or change anticipated at this time. In fact, agricultural zoning is considered to be a desirable compatible land use around Meadow Lake.

[F] The purpose of this application is to establish recognition and standing of Meadow Lake Airport as a "Matter of State Interest", to coordinate minor adjustments to the Meadow Lake Airport Influence Area as depicted in the Falcon-Peyton Small Area Master Plan (2008). and to provide recognized resources such as the FAA AC 150/5190-4B [reference (u)] and the ACRP

Plans expired (how does expanding specifically address agriculture within the boundary of the airport? This does not answer the question

Do we have this requirement? Please reference Code section

studies [references (bb), (dd), (ee) and (ff)], as guides to all planners for developing mutually compatible land use within the Airport Influence Area. Correspondence from the FAA Denver Airport District Office (ADO) and various official Colorado aeronautical entities support this critical need [see letters at Enclosure 6]

7.202 (10) UTILITIES. Adequate electric, gas, telephone, water, sewage, and other utilities exist or can be delivered to service the airport site or expansion;

- [P] None required at this time. what are existing NOW what will be needed to expand
- [F] Future development of airport property will require the MLAA to obtain utility and infrastructure services prior to development. from who

7.202 (11) ADVERSE IMPACTS. Adequate mitigation measures have been proposed, including financial security to guarantee the same, to mitigate the identified adverse impacts of the airport site or expansion;

- [P] No impacts anticipated at this time
- [F] Future expansion of the airport will require financial support and security to ensure completion and operations of any expansion plans being contemplated or proposed.

7.202 (12) EXISTING LAND USES. The airport site or expansion will not place an undue burden on existing land uses in the area or on the communities of the region;

- [P] No change or effects anticipated at this time
- [F] Any expansion plans on the airport may require additional 1041 applications (or amendments) and will address appropriate possibilities at that time.

7.202 (13) NOISE. The airport site or expansion is designated to minimize the impacts of airport noise on nearby developments within the unincorporated area of El Paso County;

- [P] The current flight operations were designed to minimize noise and other potential or perceived negative impacts on the Meadow Lake Estates on the west side of the initial airport development. The "Meadow Lake Airport Glider Operations Procedures" was also developed and coordinated with the FAA to minimize impact and safety hazards to other aircraft and the surrounding community.
- [F] Future expansion of the airport should also consider impact on neighboring properties.

7.202 (14) REGIONAL DEVELOPMENT. *The airport site or expansion will contribute to the orderly development of the airport and the region;*

This is a basic tenant of the FAA Master Plan process. Please refer to the objectives stated in the cover letter (Letter of Intent) as quoted from the 2020 Colorado Aviation System Plan. *LOI to be revised this 1041 does not adopt the airport master plan*

7.202 (15) PROPERTY RIGHTS. *The applicant can provide evidence that sufficient property rights or restrictions exist, or alternatively, that adequate measures have been or will be taken and property rights have been or will be acquired to demonstrate that the airport site or expansion, and uses and activities associated with or generated by it, can be legally operated as proposed.*

We believe these "rights" are inherent through federal and state statutes:

- CRS 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 Enclosure 4a]*
- 49 U.S.C. 40102(a)(32) defines "navigable airspace means airspace above the minimum altitudes of flight prescribed by regulations issued under the Federal Aviation Act, including the airspace needed during the takeoff and landing or aircraft." [see 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: [see Enclosure 5c]*
 - (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."*

[P] Current Airport configuration .

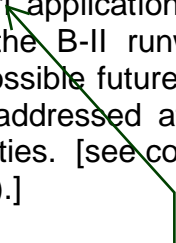
- (a) Runway Protection Zones (RPZ). Current FAA standards require the Airport Sponsor to own the property designated as RPZs and have total control over maintaining the property in an unrestricted clear manner. With the exception of Runway 15, all runway RPZs at KFLY are on MLAA owned property. [see Enclosure 13e]

Runway 15 RPZ extends north of Judge Orr and is covered by a "Clear Zone Easement", executed in 1990 when the airport was brought into the NPIAS and FAA funds were used to reconstruct the main runway. [see Enclosure 13b(3)]. The MLAA is currently negotiating with the owners to *see previous letters from County Attorney and revise statemt; The County is not limiting land uses or aquiring easments on behalf of the airport*

purchase the property underlying the easement (identified as Lot 1 of the previously proposed "Judge Orr Road PUD")

- (b) FAR Part 77 Surfaces (Approach, Transition, Horizontal, Conical Surfaces) [see Enclosure 13d(2). Much, but not all of these areas are covered by Avigation Easements obtained through the years. [see Enclosure 13b(3)(a)] The most recent example is the Easement granted by Saddlehorn Ranch. MLAA recommends that all new developments within the Airport Influence Area (AIA) be covered by these Avigation Easements.

[F] Future Airport Growth. An appropriate 1041 application will be submitted when needed for expansion of the airport to the B-II runway configuration becomes relevant. Enclosure 13d(3) depicts a possible future Part 77 Airspace Plan. Neighboring land use concerns may be addressed at that time, if not already considered and planned by County authorities. [see concerns expressed by Colorado Division of Aeronautics (Enclosure 6h).]

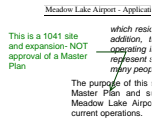


include this now; the airport indicated they do NOT want to do a second 1041. add the runway to the request now.



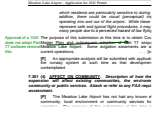
Subject: Callout
Page Label: 5
Author: dsdparsons
Date: 10/31/2022 2:09:25 PM
Status:
Color: ■
Layer:
Space:

Cross reference your response in 2.303 where you indicate no noise concerns; the two answers are conflicting



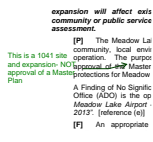
Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 10/31/2022 2:10:56 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan



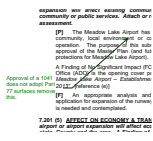
Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 10/31/2022 2:11:00 PM
Status:
Color: ■
Layer:
Space:

Approval of a 1041 does not adopt Part 77 surfaces remove this.



Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 10/31/2022 2:11:08 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan



Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 10/31/2022 2:12:05 PM
Status:
Color: ■
Layer:
Space:

Approval of a 1041 does not adopt Part 77 surfaces remove this.



Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 10/31/2022 2:11:56 PM
Status:
Color: ■
Layer:
Space:

Approval of a 1041 does not adopt Part 77 surfaces remove this.

airport or airport expansion will affect economic growth and the area. A Finding of No Significant Impact (FONSI) was issued on 10/31/2022. The FAA Administrator has approved the Master Plan and the expansion of a Master Plan and Economic Impact Study before the FAA.

Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 10/31/2022 2:11:52 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan

• \$13,642,000 Permitted
• \$23,895,000 Value Added
• 452,111,000 Business Revenue
Master Plan Airport's location or expansion is discussed hereby in the Master Plan.
This is a 1041 site and expansion- NOT approval of a Master Plan and Economic Impact Study before the FAA.

Subject: Callout
Page Label: 7
Author: dsdparsons
Date: 10/31/2022 2:12:25 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan

7.209 (b) FAA PERMITS & APPROVALS
FAA permits and approvals.
The Finding of No Significant Impact (FONSI) was issued on 10/31/2022. The FAA Administrator has approved the Master Plan and the expansion of a Master Plan and Economic Impact Study before the FAA.

Subject: Callout
Page Label: 7
Author: dsdparsons
Date: 10/31/2022 2:12:38 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan

7.209 (b) FAA PERMITS & APPROVALS
FAA permits and approvals.
The Finding of No Significant Impact (FONSI) was issued on 10/31/2022. The FAA Administrator has approved the Master Plan and the expansion of a Master Plan and Economic Impact Study before the FAA.

Subject: Cloud
Page Label: 7
Author: dsdparsons
Date: 10/31/2022 2:12:44 PM
Status:
Color: ■
Layer:
Space:

County does not approve the ALP just the 1041

7.209 (b) FAA PERMITS & APPROVALS
FAA permits and approvals.
The Finding of No Significant Impact (FONSI) was issued on 10/31/2022. The FAA Administrator has approved the Master Plan and the expansion of a Master Plan and Economic Impact Study before the FAA.

Subject: Callout
Page Label: 8
Author: dsdparsons
Date: 10/31/2022 2:14:09 PM
Status:
Color: ■
Layer:
Space:

7.209 (b) FAA PERMITS & APPROVALS
FAA permits and approvals.
The Finding of No Significant Impact (FONSI) was issued on 10/31/2022. The FAA Administrator has approved the Master Plan and the expansion of a Master Plan and Economic Impact Study before the FAA.

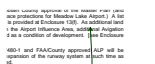
Subject: Callout
Page Label: 8
Author: dsdparsons
Date: 10/31/2022 2:14:00 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77



Subject: Callout
Page Label: 8
Author: dsdparsons
Date: 10/31/2022 2:18:03 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77



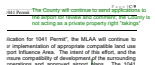
Subject: Callout
Page Label: 8
Author: dsdparsons
Date: 10/31/2022 2:15:29 PM
Status:
Color: ■
Layer:
Space:

That is not for the County to enforce or obtain; the airport will work w/ individual private property owners to achieve this.



Subject: Callout
Page Label: 9
Author: dsdparsons
Date: 10/31/2022 2:15:53 PM
Status:
Color: ■
Layer:
Space:

this requested 1041



Subject: Callout
Page Label: 9
Author: dsdparsons
Date: 10/31/2022 2:17:02 PM
Status:
Color: ■
Layer:
Space:

The County will continue to send applications to the airport for review and comment; the County is not acting as a private property right "takings"



Subject: Callout
Page Label: 9
Author: dsdparsons
Date: 10/31/2022 2:17:40 PM
Status:
Color: ■
Layer:
Space:

plan no longer exists



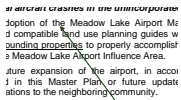
Subject: Callout
Page Label: 9
Author: dsdparsons
Date: 10/31/2022 2:18:00 PM
Status:
Color: ■
Layer:
Space:

1041

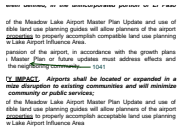


Subject: Callout
Page Label: 9
Author: dsdparsons
Date: 10/31/2022 2:19:04 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77; the County is not adopting a Master plan

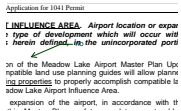


Subject: Arrow
Page Label: 9
Author: dsdparsons
Date: 10/31/2022 2:19:15 PM
Status:
Color: ■
Layer:
Space:



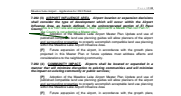
Subject: Callout
Page Label: 10
Author: dsdparsons
Date: 10/31/2022 2:19:32 PM
Status:
Color: ■
Layer:
Space:

1041



Subject: Callout
Page Label: 10
Author: dsdparsons
Date: 10/31/2022 2:19:55 PM
Status:
Color: ■
Layer:
Space:

no



Subject: Callout
Page Label: 10
Author: dsdparsons
Date: 10/31/2022 2:20:23 PM
Status:
Color: ■
Layer:
Space:

This is a 1041 site and expansion- NOT approval of a Master Plan nor Part 77; the County is not adopting a Master plan



Subject: Pen
Page Label: 10
Author: dsdparsons
Date: 10/31/2022 2:20:30 PM
Status:
Color: ■
Layer:
Space:



gas, telephone, water, sewage, and
vice the airport site or expansion;

operty will require the MCAA to obtain
level approval from who

the mitigation measures have been
guaranteed the same, to mitigate the
or expansion;

Subject: Callout
Page Label: 12
Author: dsdparsons
Date: 10/31/2022 2:24:38 PM
Status:
Color: ■
Layer:
Space:

from who

by 10/31/2022

Subject: Callout
Page Label: 13
Author: dsdparsons
Date: 10/31/2022 2:25:33 PM
Status:
Color: ■
Layer:
Space:

LOI to be revised this 1041 does not adopt the
airport master plan

Subject: Callout
Page Label: 13
Author: dsdparsons
Date: 10/31/2022 2:26:49 PM
Status:
Color: ■
Layer:
Space:

see previous letters from County Attorney and
revise statemt; The County is not limiting land uses
or aquiring easments on behalf of the airport

Subject: Callout
Page Label: 13
Author: dsdparsons
Date: 10/31/2022 2:27:57 PM
Status:
Color: ■
Layer:
Space:

include this now; the airport indicated they do NOT
want to do a second 1041. add the runway to the
request now.



Area (AAA) by covered by these Airspace

An appropriate 1041 application will be submitted
of the airport to include runway, construction
1041C11 which is a proposed Part 77 Airspace
category to be submitted in that time. It will
be to County submission. The concerns expressed
will be addressed.

include this now the
airport indicated they
do NOT want to do a
second 1041, add
the runway to the
request now.

Subject: Callout
Page Label: 14
Author: dsdparsons
Date: 10/31/2022 2:27:57 PM
Status:
Color: ■
Layer:
Space: