



**FAA
Airports**

ASSURANCES

Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. Airport Planning Undertaken by a Sponsor.

Unless otherwise specified in this grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 25, 30, 32, 33, and 34 in Section C apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements.

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

Federal Legislation

- a. Title 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- d. Hatch Act - 5 U.S.C. 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.^{1 2}
- f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).¹
- g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.¹
- l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.¹
- s. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.¹
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.¹
- u. Copeland Anti-kickback Act - 18 U.S.C. 874.1
- v. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- x. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).

Executive Orders

- a. Executive Order 11246 - Equal Employment Opportunity¹
- b. Executive Order 11990 - Protection of Wetlands
- c. Executive Order 11998 - Flood Plain Management
- d. Executive Order 12372 - Intergovernmental Review of Federal Programs
- e. Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction¹
- f. Executive Order 12898 - Environmental Justice

Federal Regulations

- a. 2 CFR Part 180 - OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [OMB Circular A-87 Cost Principles Applicable to Grants and Contracts with State and Local Governments, and OMB Circular A-133 - Audits of States, Local Governments, and Non-Profit Organizations].^{4, 5, 6}
- c. 2 CFR Part 1200 - Nonprocurement Suspension and Debarment
- d. 14 CFR Part 13 - Investigative and Enforcement Procedures 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- e. 14 CFR Part 150 - Airport noise compatibility planning.
- f. 28 CFR Part 35- Discrimination on the Basis of Disability in State and Local Government Services.
- g. 28 CFR § 50.3 - U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
- h. 29 CFR Part 1 - Procedures for predetermination of wage rates.¹
- i. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.¹
- j. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).¹
- k. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- l. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.³
- m. 49 CFR Part 20 - New restrictions on lobbying.
- n. 49 CFR Part 21 - Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.

- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.^{1 2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- t. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.

Specific Assurances

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

Footnotes to Assurance C.1.

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 49 CFR Part 18 and 2 CFR Part 200 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

⁴ On December 26, 2013 at 78 FR 78590, the Office of Management and Budget (OMB) issued the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR Part 200. 2 CFR Part 200 replaces and combines the former Uniform Administrative Requirements for Grants (OMB Circular A-102 and Circular A-110 or 2 CFR Part 215 or Circular) as well as the Cost Principles (Circulars A-21 or 2 CFR part 220; Circular A-87 or 2 CFR part 225; and A-122, 2 CFR part 230). Additionally it replaces Circular A-133 guidance on the Single Annual Audit. In accordance with 2 CFR section 200.110, the standards set forth in Part 200 which affect administration of Federal awards issued by Federal agencies become effective once implemented by Federal agencies or when any future amendment to this Part becomes final. Federal agencies, including the Department of Transportation, must implement the policies and procedures applicable to Federal awards by promulgating a regulation to be effective by December 26, 2014 unless different provisions are required by statute or approved by OMB.

⁵ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

⁶ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

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.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and

has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans,

specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this grant agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal,

state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-

- 1) Operating the airport's aeronautical facilities whenever required;
 - 2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

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 of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or

to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-

- 1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
 - d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
 - e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
 - f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.
 - g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
 - h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
 - i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 - 1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or

operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

- 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
- 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

- 1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
- 2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that –

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. It will keep up to date at all times an airport layout plan of the airport showing
 - 1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 - 2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and

roads), including all proposed extensions and reductions of existing airport facilities;

- 3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and
 - 4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
- b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this grant.

- a. Using the definitions of activity, facility and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR § 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by, or pursuant to these assurances.
- b. Applicability
 - 1) Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 - 2) Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

- 3) Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

- 1) So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
- 2) So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

“The **(Name of Sponsor)**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

e. Required Contract Provisions.

- 1) It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
- 2) It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
- 3) It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
- 4) It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a

covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

- a) For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b) For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another

eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.

- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

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, dated 02/20/2018 (the latest approved version as of this grant offer) and included in this grant, and in accordance

with applicable state policies, standards, and specifications approved by the Secretary.

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its DBE and ACDBE programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1936 (31 U.S.C. 3801).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-
 - 1) Describes the requests;
 - 2) Provides an explanation as to why the requests could not be accommodated; and
 - 3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

> 1 ASSOC CITY:	COLORADO SPRINGS	4 STATE:	CO	LOC ID:	FLY
> 2 AIRPORT NAME:	MEADOW LAKE			5 COUNTY:	EL PASO CO
3 CBD TO AIRPORT (NM):	14 NE	6 REGION/ADO:	ANM/DEN	7 SECT AERO CHT:	DENVER

FAA SITE NR: 02544.*A

GENERAL

11	RSHP:	PRIVATE
> 11	OWNER:	MEADOW LAKE AIRPORT ASSOC., INC.
> 12	ADDRESS:	13625 JUDGE ORR ROAD
		PEYTON, CO 80831
> 13	PHONE NR:	719-339-0928
> 14	MANAGER:	DAVE ELLIOTT
> 15	ADDRESS:	13625 JUDGE ORR ROAD
		PEYTON, CO 80831
> 16	PHONE NR:	719-339-0928
> 17	ATTENDANCE SCHEDULE:	
ALL	ALL	0800-1700

SERVICES

> 70 FUEL:	100LL	
> 71 AIRFRAME RPRS:		MAJOR
> 72 PWR PLANT RPRS:		MAJOR
> 73 BOTTLE OXYGEN:		NONE
> 74 BULK OXYGEN:		LOW
75 TSNT STORAGE:		HGR, TIE
76 OTHER SERVICES:		
GLD, INSTR, RNTL, SALES, TOW		

BASED AIRCRAFT

90 SINGLE ENG:	367
91 MULTI ENG:	22
92 JET:	3
TOTAL:	<hr/> 392
93 HELICOPTERS:	9
94 GLIDERS:	15
95 MILITARY:	0
96 ULTRA-LIGHT:	12

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED : SEE RMK
 BCN LGT SKED: SS-SR
> 82 UNICOM: 122.700
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NO
86 FSS: DENVER
87 FSS ON ARPT: NO

88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	0
103 G A LOCAL:	33,000
104 G A ITNRNT:	12,200
105 MILITARY:	19,800
TOTAL:	<u>65,000</u>
OPERATIONS FOR	
12 MONTHS	
ENDING:	12/31/2015

RUNWAY DATA

> 30 RUNWAY INDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2D2

IGHTING/APCH AIDS

> 4 INTENSITY:
> 42 MARK TYPE-COND:
> 43 VGSi:
44 THR CROSSING HGT
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCES

- > 60 TAKE OFF RUN AVBL (TORA):
- > 61 TAKE OFF DIST AVBL (TODA):
- > 62 ACLT STOP DIST AVBL (ASDA):
- > 63 LNDG DIST AVBL (LDA):

08/26	15/33	N/S
2,084	6,000	1,800
35	60	15
ASPH-GRVL-F	ASPH-F	ASPH-TURF-F
	12.5	
	MED	
- / -	BSC - F / BSC - F	- / -
/	P2L / P2L	/
/	43 / 40	/
/	3.50 / 3.00	/
- / -	- / -	- / -
- / -	- / -	- / -
/	/	/
/	/	/
A(V) / A(V)	A(V) / A(V)	A(V) / A(V)
/	/	/
PLINE / ROAD	ROAD /	/ GND
M /	/	/
49 / 10	20 /	/ 3
1,460 / 0	550 /	/ 122
0B / 0B	0B /	/ 0B
25:1 / 0:1	17:1 / 50:1	50:1 / 40:1
N / N	N / N	N / N
/	/	/
/	/	/
/	/	/
/	/	/

>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 011 DAVE ELLIOTT ASSOCIATION PRESIDENT.
 A 016 ALTN PHONE IS MIKE BARR AT (719) 287-4204.
 A 030 RWY 08/26 PRIMLY USED AS A TWY, EOU RWY.
 A 031 RWY N/S NORTH 1530 FT PAVED WITH ASPHALT.
 A 033 RY 08/26 E 1100 FT GRVL, W 925 FT ASPH.
 A 042 08/26 EDGES MKD WITH WHITE REFLECTORS AND TIRES.
 A 081 ACTVT MIRL RY 15/33 AND PAPI RYS 15 & 33 - CTAF.
 A 111 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
 A 1 GLIDERS OPERATING SW OF RY 15/33. ULTRALIGHTS OPERATING INVOF ARPT.
 A 111 RY 26 HAS -4FT TERRAIN 5FT FROM RY EDGE FIRST 100FT ON BOTH SIDES OF RY.
 A 110-008 WILDLIFE ON AND INVOF OF AIRPORT
 A 110-009 RY 26 +4 FT FENCE 50 FT RIGHT OF CNTRLN 40 FT WEST OF THLD.
 A 110-010 BE ALERT; INTENSIVE USAF STUDENT TRAINING IN VICINITY OF COLORADO SPRINGS & PUEBLO COLORADO.
 A 110-011 ROAD 15 FT NORTH AND PARALLEL TO RY 08/26.
 A 110-012 PWRD PARAGLIDERS AND MOBILE AEROSTATS OPERATE SE SIDE OF ARPT SURF-500'

111 INSPECTOR: (S)

112 LAST INSP: 09/16/2016

113 LAST INFO REQ:

> 1 ASSOC CITY: ***CONTINUED***
> 2 AIRPORT NAME:
3 CBD TO AIRPORT (NM):

4 STATE: CO

LOC ID: FLY

FAA SITE NR: 02544 *A

```
> 2 AIRPORT NAME:
```

5 COUNTY:

3 CBD TO AIRPORT (NM):

6 REGION/ADO: ANM/DEN

7 SECT AERO CHT:

GENERAL

- > 11 CARRIER:
- > 12 ADDRESS:
- > 13 PHONE NR:
- > 14 MANAGER:
- > 15 ADDRESS:
- > 16 PHONE NR:
- > 17 ATTENDANCE SCHEDULE:

18 AIRPORT USE:
19 ARPT LAT:
20 ARPT LONG:
21 ARPT ELEV:
22 ACREAGE:
> 23 RIGHT TRAFFIC:
> 24 NON-COMM LANDING:

25 NPIAS/FED AGREEMENTS:
> 26 FAR 139 INDEX:

RUNWAY DATA

> 30 RUNWAY INDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2D2
> 39 DON:

IGHTING/APCH AIDS

> 4. INTENSITY:
> 42 MARK TYPE-COND:
> 43 VGSI:
44 THR CROSSING HGT
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVW:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCES

- > 60 TAKE OFF RUN AVBL (TORA):
- > 61 TAKE OFF DIST AVBL (TODA):
- > 62 ACLT STOP DIST AVBL (ASDA):
- > 63 LNDG DIST AVBL (LDA):

SERVICES

- > 70 FUEL:
- > 71 AIRFRAME RPRS:
- > 72 PWR PLANT RPRS:
- > 73 BOTTLE OXYGEN:
- > 74 BULK OXYGEN:
- 75 TSNT STORAGE:
- 76 OTHER SERVICES:

FACILITIES

> 80 ARPT BCN:
> 81 ARPT LGT SKED :
 BCN LGT SKED:
> 82 UNICOM:
> 83 WIND INDICATOR:
84 SEGMENTED CIRCLE:
85 CONTROL TWR:
86 FSS:
87 FSS ON ARPT:

88 FSS PHONE NR:
89 TOLL FREE NR:

BASED AIRCRAFT

90 SINGLE ENG:
91 MULTI ENG:
92 JET:
TOTAL:

93 HELICOPTERS:
94 GLIDERS:
95 MILITARY:
96 ULTRA-LIGHT:

OPERATIONS

100 AIR CARRIER:
102 AIR TAXI:
103 G A LOCAL:
104 G A ITNRNT:
105 MILITARY:
TOTAL:

OPERATIONS FOR
12 MONTHS
ENDING:

>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 110-013 N/S RWY HAS EDGES AND THLDS MKD WITH WHITE TIRES.
A 110-014 FOR CD CTC COLORADO SPRINGS APCH AT 719-556-9105.

111 INSPECTOR: (S)

112 LAST INSP: 09/16/2016

113 LAST INFO REQ:



> 1 ASSOC CITY: COLORADO SPRINGS 4 STATE: CO LOC ID: FLY
> 2 AIRPORT NAME: MEADOW LAKE 5 COUNTY: EL PASO CO
> 3 CBD TO AIRPORT (NM): 14 NE 6 REGION/ADO: ANM/DEN 7 SECT AERO CHT: DENVER

FAA SITE NR: 02544.*A

GENERAL

1. ORSHIP: PRIVATE
> 11 OWNER: MEADOW LAKE AIRPORT ASSOC., INC.
> 12 ADDRESS: 13625 JUDGE ORR ROAD
PEYTON, CO 80831
> 13 PHONE NR: 719-339-0928
> 14 MANAGER: DAVE ELLIOTT
> 15 ADDRESS: 13625 JUDGE ORR ROAD
PEYTON, CO 80831
> 16 PHONE NR: 719-339-0928
> 17 ATTENDANCE SCHEDULE:
ALL ALL 0800-1700

18 AIRPORT USE: PUBLIC
> 19 ARPT LAT: 38-56-44.6960N ESTIMATED
> 20 ARPT LONG: 104-34-11.6160W
> 21 ARPT ELEV: 6873.6 SURVEYED
> 22 ACREAGE: 100
> 23 RIGHT TRAFFIC: 08, 33
> 24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: N
> 26 FAR 139 INDEX:

RUNWAY DATA

> 30 RUNWAY INDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
> 35 GROSS WT: S
> 36 (IN THSDS) D
> 37 2D
> 38 2D/2D2
> 39 PCH:

LIGHTING/APCH AIDS

> 4 INTENSITY:
> 42 MARK TYPE-COND:
> 43 VGSI:
> 44 THR CROSSING HGT
> 45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

> 50 FAR 77 CATEGORY
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
> 57 OBSTN CLNC SLOPE:
> 58 CLOSE-IN OBSTN:

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA):

SERVICES

> 70 FUEL: 100LL
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: LOW
> 75 TSNT STORAGE: HGR, TIE
> 76 OTHER SERVICES:
GLD, INSTR, RNTL, SALES, TOW

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM: 122.700
> 83 WIND INDICATOR: YES-L
> 84 SEGMENTED CIRCLE: YES
> 85 CONTROL TWR: NO
> 86 FSS: DENVER
> 87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG: 367
91 MULTI ENG: 22
92 JET: 3
TOTAL: 392
93 HELICOPTERS: 9
94 GLIDERS: 15
95 MILITARY: 0
96 ULTRA-LIGHT: 12

OPERATIONS

100 AIR CARRIER: 0
102 AIR TAXI: 0
103 GA LOCAL: 33,000
104 GA ITNRNT: 12,200
105 MILITARY: 19,800
TOTAL: 65,000
OPERATIONS FOR
12 MONTHS
ENDING: 12/31/2015

08/26	15/33	N/S
2,084	6,000	1,800
35	60	15
ASPH-GRVL-F	ASPH-F	ASPH-TURF-F
	12.5	
	MED	
- / -	BSC - F / BSC - F	- / -
/	P2L / P2L	/
/	43 / 40	/
/	3.50 / 3.00	/
- / -	- / -	- / -
- / -	- / -	- / -
/	/	/
/	/	/
A(V) / A(V)	A(V) / A(V)	A(V) / A(V)
/	/	/
PLINE / ROAD	ROAD /	/ GND
M /	/	/
49 / 10	20 /	/ 3
1,460 / 0	550 /	/ 122
0B / 0B	0B /	/ 0B
25:1 / 0:1	17:1 / 50:1	50:1 / 40:1
N / N	N / N	N / N

>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

1 011 DAVE ELLIOTT ASSOCIATION PRESIDENT.
1 016 ALTN PHONE IS MIKE BARR AT (719) 287-4204
1 030 RWY 08/26 PRIMLY USED AS A TWY, EOU RWY.
1 031 RWY N/S NORTH 1530 FT PAVED WITH ASPHALT.
1 033 RY 08/26 E 1100 FT GRVL, W 925 FT ASPH.
1 042 08/26 EDGES MKD WITH WHITE REFLECTORS AND TIRES.
1 081 ACTVT MRL RY 15/33 AND PAPI RYS 15 & 33 - CTAF.
1 1 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
1 1 GLIDERS OPERATING SW OF RY 15/33. ULTRALIGHTS OPERATING INVOF ARPT.
1 11 RY 26 HAS -4FT TERRAIN 5FT FROM RY EDGE FIRST 100FT ON BOTH SIDES OF RY.
1 110-008 WILDLIFE ON AND INVOF OF AIRPORT
1 110-009 RY 26 +4 FT FENCE 50 FT RIGHT OF CNTRLN 40 FT WEST OF THLD.
1 110-010 BE ALERT; INTENSIVE USAF STUDENT TRAINING IN VICINITY OF COLORADO SPRINGS & PUEBLO COLORADO.
1 110-011 ROAD 15 FT NORTH AND PARALLEL TO RY 08/26.
1 110-012 PWRD PARAGLIDERS AND MOBILE AEROSTATS OPERATE SE SIDE OF ARPT SURF-500'

111 INSPECTOR: (S)

112 LAST INSP: 09/16/2016

113 LAST INFO REQ:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 7/27/2019
AFD EFF 07/18/2019
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: ***CONTINUED*** 4 STATE: CO LOC ID: FLY FAA SITE NR: 02544.*A
> 2 AIRPORT NAME: 5 COUNTY:
> 3 CBD TO AIRPORT (NM): 6 REGION/ADO: ANM/DEN 7 SECT AERO CHT:

GENERAL

> 10 RSHIP:
> 11 OWNER:
> 12 ADDRESS:

> 13 PHONE NR:
> 14 MANAGER:
> 15 ADDRESS:

> 16 PHONE NR:
> 17 ATTENDANCE SCHEDULE:

18 AIRPORT USE:
19 ARPT LAT:
20 ARPT LONG:
21 ARPT ELEV:
22 ACREAGE:
> 23 RIGHT TRAFFIC:
> 24 NON-COMM LANDING:

25 NPIAS/FED AGREEMENTS:
> 26 FAR 139 INDEX:

RUNWAY DATA

> 30 RUNWAY INDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2D2
> 39 PCN:

LIGHTING/APCH AIDS

> 4 INTENSITY:
> 42 MARK TYPE-COND:
> 43 VGSI:
44 THR CROSSING HGT
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA):

SERVICES

> 70 FUEL:

> 71 AIRFRAME RPRS:
> 72 PWR PLANT RPRS:
> 73 BOTTLE OXYGEN:
> 74 BULK OXYGEN:
75 TSNT STORAGE:
76 OTHER SERVICES:

FACILITIES

> 80 ARPT BCN:
> 81 ARPT LGT SKED :
BCN LGT SKED:
> 82 UNICOM:
> 83 WIND INDICATOR:
84 SEGMENTED CIRCLE:
85 CONTROL TWR:
86 FSS:
87 FSS ON ARPT:

88 FSS PHONE NR:
89 TOLL FREE NR:

BASED AIRCRAFT

90 SINGLE ENG:
91 MULTI ENG:
92 JET:
TOTAL:

93 HELICOPTERS:
94 GLIDERS:
95 MILITARY:
96 ULTRA-LIGHT:

OPERATIONS

100 AIR CARRIER:
102 AIR TAXI:
103 G A LOCAL:
104 G A ITNRNT:
105 MILITARY:
TOTAL:

OPERATIONS FOR
12 MONTHS
ENDING:

>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 110-013 N/S RWY HAS EDGES AND THLDS MKD WITH WHITE TIRES.
A 110-014 FOR CD CTC COLORADO SPRINGS APCH AT 719-556-9105.

111 INSPECTOR: (S)

112 LAST INSP: 09/16/2016

113 LAST INFO REQ:



☐ Condensed Header

Aircraft List:

☐ Only Commented Tail Numbers

☐ Only Data

Enclosure 14d(2)

Federal Aviation
Administration

National Based Aircraft Inventory Program

BasedAircraft.com

- Login page has FAQ's and link for User Support.

MEADOW LAKE

COLORADO SPRINGS, CO

Loc ID: FLY

Region: ANM

Site Number: 02544.*A

Facility Use: PU

S/L: R

Ownership: PR

Owner

MEADOW LAKE AIRPORT
ASSOC., INC.
13625 JUDGE ORR ROAD
PEYTON, CO 80831
719-339-0928

Manager

DAVE ELLIOTT
13625 JUDGE ORR ROAD
PEYTON, CO 80831
719-339-0928

Preferred Contact

Kaitlyn Westendorf
Aviation Planner
kaitlyn.westendorf@state.co.us
303-512-5258

N-Number Duplicates: 0

Commented N-Numbers: 14

N-Numbers Reported by Other Apts: 14

Airt Not in Airt Reg: 9

Confirmation of Counts Date: 12/31/2018 3:44:52 PM By: Dave Elliott

Comment: n/a

*Type derived from FAA Aircraft Registration data.

**Total verified aircraft counts, excluding dups and aircraft not found in FAA Aircraft Registration data.

***Glider, ultra-light, and military counts will not be moved from the inventory to 5010.

	In 5010 07/18/2019 (A)	In Inventory* (B)	Currently Validated** (C)
Single Engine	367	356	338
Multi Engine	22	21	20
Jet	3	4	3
Helicopter	9	6	6
Single, Multi, Jet, Heli	401	387	367
Glider	15	18	***
Ultra-light	12	6	***
Military	0	***	***

Total: 367

Non 5010 Aircraft Types	2
Total Found in FAA Airt. Reg. Data	413
Total Not Found in FAA Airt. Reg. Data	9
Total Entered in BA.com Inventory	422

N Number	Data Entered by Inventory Users Type/Make/Model Owner	Date Added	Reported by Other Apts	FAA BA Type	FAA Data (If N Number is found) Registrant	Make/Model
BUNO 137652*REPAIR*	Single Engine North American T-28C	5/22/2014		Not found in FAA Aircraft Registration Airw: (Blank) Airw: (Blank Date)		
BUNO 140575*REPAIR*	restoration project - not yet registered Single Engine North American T-28C	12/18/2017		Not found in FAA Aircraft Registration Airw: (Blank) Airw: (Blank Date)		
BUNO 140636*REPAIR*	restoration project - not yet registered Single Engine N. American T-28C	4/14/2010		Not found in FAA Aircraft Registration Airw: (Blank) Airw: (Blank Date)		
C-FDKE	restoration project - not yet registered	12/28/2018		Not found in FAA Aircraft Registration Airw: (Blank) Airw: (Blank Date)		
N1009Q		5/23/2014		Multi Engine Cert: 02/28/2014 Airw: Standard Airw: 12/17/1962	WATSON JAMES E JR PO BOX 107 VICTOR, CO 808600107	CESSNA 310H
N1014Z		4/22/2017		Single Engine Cert: 07/17/2012 Airw: Experimental Airw: 3/25/1980	MORSE SPENCER W 1325 CEDAR RIDGE LN COLORADO SPRINGS, CO 809191405	101 FLYING ASSOC INC THORP T-18
N102PK		4/23/2012		Single Engine Cert: 12/15/2010 Airw: Experimental Airw: 9/30/2011	BAILEY ERIC J 8020 NAVION LN PEYTON, CO 808318096	BAILEY ERIC J RV-7A
N104DV	Multi Engine	5/14/2007		Multi Engine Cert: 08/16/2018 Airw: (Blank) Airw: (Blank Date)	CHRISTIAN JAMES B 10570 CHIMING BELL CIR PEYTON, CO 808316818	DEHAVILLAND DH-104
N1063G		11/21/2017		Single Engine Cert: 06/18/2003 Airw: Experimental Airw: 6/8/2002	DYKHOFF DAVID C 11751 SMOKEY HILL GRV COLORADO SPRINGS, CO 809081675	CRAM JOE VANS RV8
N107AP	Owner has moved back to Colorado Springs and aircraft is now based at KFLY	11/17/2010		Single Engine Cert: 11/17/2010 Airw: Standard Airw: 9/8/2000	SPARKS JEFFREY S 3425 LAKESHORE DR UNIT 6 ANCHORAGE, AK 995172741	CESSNA T206H
N107H		5/21/2014		Multi Engine Cert: 03/07/2005 Airw: Standard Airw: 5/18/1970	ALPINE AERO SERVICES LLC 3511 SILVERSIDE RD STE 105	BEECH 95-C55



**FAA
Airports**

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 4/18/2019

View the most current versions of these ACs and any associated changes at:
http://www.faa.gov/airports/resources/advisory_circulars and
http://www.faa.gov/regulations_policies/advisory_circulars/

NUMBER	TITLE	
70/7460-1L Change 2	Obstruction Marking and Lighting	
150/5000-9A	Announcement of Availability Report No. DOT/FAA/PP/92-5, Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations	
150/5000-17	Critical Aircraft and Regular Use Determination	
150/5020-1	Noise Control and Compatibility Planning for Airports	
150/5070-6B Changes 1 - 2	Airport Master Plans	
150/5070-7 Change 1	The Airport System Planning Process	
150/5100-13B	Development of State Standards for Nonprimary Airports	
150/5200-28F	Notices to Airmen (NOTAMs) for Airport Operators	
150/5200-30D Change 1	Airport Field Condition Assessments and Winter Operations Safety	
150/5200-31C Changes 1 - 2	Airport Emergency Plan	
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport	
150/5210-7D	Aircraft Rescue and Fire Fighting Communications	
150/5210-13C	Airport Water Rescue Plans and Equipment	

NUMBER	TITLE	
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing	
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design	
150/5210-18A	Systems for Interactive Training of Airport Personnel	
150/5210-19A	Driver's Enhanced Vision System (DEVs)	
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles	
150/5220-16E, Change 1	Automated Weather Observing Systems (AWOS) for Non-Federal Applications	
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities	
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials	
150/5220-20A	Airport Snow and Ice Control Equipment	
150/5220-21C	Aircraft Boarding Equipment	
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns	
150/5220-23	Frangible Connections	
150/5220-24	Foreign Object Debris Detection Equipment	
150/5220-25	Airport Avian Radar Systems	
150/5220-26, Changes 1 - 2	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment	
150/5300-13A, Change 1	Airport Design	
150/5300-14C	Design of Aircraft Deicing Facilities	
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey	
150/5300-17C Change 1	Standards for Using Remote Sensing Technologies in Airport Surveys	
150/5300-18B Change 1	General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards	
150/5320-5D	Airport Drainage Design	

NUMBER	TITLE	
150/5320-6F	Airport Pavement Design and Evaluation	
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces	
150/5320-15A	Management of Airport Industrial Waste	
150/5325-4B	Runway Length Requirements for Airport Design	
150/5335-5C	Standardized Method of Reporting Airport Pavement Strength - PCN	
150/5340-1L	Standards for Airport Markings	
150/5340-5D	Segmented Circle Airport Marker System	
150/5340-18F	Standards for Airport Sign Systems	
150/5340-26C	Maintenance of Airport Visual Aid Facilities	
150/5340-30J	Design and Installation Details for Airport Visual Aids	
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting	
150/5345-5B	Circuit Selector Switch	
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits	
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors	
150/5345-12F	Specification for Airport and Heliport Beacons	
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits	
150/5345-26D	FAA Specification For L-823 Plug and Receptacle, Cable Connectors	
150/5345-27E	Specification for Wind Cone Assemblies	
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems	
150/5345-39D	Specification for L-853, Runway and Taxiway Retroreflective Markers	
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories	
150/5345-43J	Specification for Obstruction Lighting Equipment	

NUMBER	TITLE	
150/5345-44K	Specification for Runway and Taxiway Signs	
150/5345-45C	Low-Impact Resistant (LIR) Structures	
150/5345-46E	Specification for Runway and Taxiway Light Fixtures	
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems	
150/5345-49D	Specification L-854, Radio Control Equipment	
150/5345-50B	Specification for Portable Runway and Taxiway Lights	
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment	
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)	
150/5345-53D	Airport Lighting Equipment Certification Program	
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems	
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure	
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)	
150/5360-12F	Airport Signing and Graphics	
150/5360-13A	Airport Terminal Planning	
150/5360-14A	Access to Airports By Individuals With Disabilities	
150/5370-2G	Operational Safety on Airports During Construction	
150/5370-10H	Standard Specifications for Construction of Airports	
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements	
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt	
150/5370-15B	Airside Applications for Artificial Turf	
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements	
150/5370-17	Airside Use of Heated Pavement Systems	
150/5390-2C	Heliport Design	
150/5395-1B	Seaplane Bases	

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 3/22/2019

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 7	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5300-15A	Use of Value Engineering for Engineering and Design of Airport Grant Projects
150/5320-17A	Airfield Pavement Surface Evaluation and Rating Manuals
150/5370-12B	Quality Management for Federally Funded Airport Construction Projects
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness

APPENDIX H

Sample Buyer Awareness Documents

Buyer Awareness Measures

Buyer awareness is an umbrella category for several types of implementation documents all of which have the objective of ensuring that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. Samples of such implementation documents are included in this appendix.

- **Avigation Easement**—Avigation easements transfer certain property rights from the owner of the underlying property to the owner of an airport or, in the case of military airports, to a local government agency on behalf of the federal government (the U.S. Department of Defense is not authorized to accept avigation easements). Once an Airport Compatibility Zoning Ordinance (AZO) is established, dedication of an avigation easement can be obtained as a condition for approval of development on property subject to high noise levels or a need to restrict heights of structures and trees to less than might ordinarily occur on the property. Also, airports may require avigation easements in conjunction with programs for noise insulation of existing structures in the airport vicinity. A sample of a standard avigation easement is included in Figure H1.
- **Recorded Overflight Notification**—An overflight notification informs property owners that the property is subject to aircraft overflight and generation of noise and other impacts. No restrictions on the heights of objects, requirements for marking or lighting of objects, or access to the property for these purposes are included. An overflight notification serves only as buyer acceptance of overflight conditions. Suggested wording of an overflight notification is included in Figure H2. Unlike an avigation easement, overflight easement, or other type of easement, an overflight notification is not a conveyance of property rights. However, like an easement, an overflight notification is recorded on the property deed and therefore remains in effect with sale of the property to subsequent owners. Overflight notifications are generally appropriate in areas outside the highly noise-impacted areas, outside high-risk areas, and within areas where the height of structures and other objects would not pose a significant potential of being airspace obstruction hazards.
- **Real Estate Disclosure**—Some states, such as California, have adopted laws mandating notification of an airport's proximity as part of certain real estate transactions. The advantage of this type of program is that it applies to previously existing land uses as well as to new development. Disclosure is most important with regard to residential property but may also be appropriate for transactions regarding nonresidential property. California's law, which applies only to residential property, requires disclosure of a property's location within an airport influence area under any of the following three circumstances: (1) sale or lease of subdivided lands; (2) sale of common interest developments; and (3) sale of residential real property. In each case, the disclosure statement to be used is defined by state law as follows:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

TYPICAL AVIGATION EASEMENT

For [Airport Name]

This indenture made this ____ day of _____, 20__, between _____ hereinafter referred to as Grantor, and the [County Name], a political subdivision in the State of [state name], hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[Insert legal description of real property]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Federal Aviation Regulations (14CFR Part 77), and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the [Airport Name] official runway end elevation of [distance in feet] feet Above Mean Sea Level (AMSL), as determined by the Airport Layout Plan, the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

- (1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the Airspace hereinabove described; and
- (2) The easement and right to cause or create, or permit or allow to be caused and created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, currents and other effects of air illumination and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and
- (3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove, any trees which extend into or above the Airspace; and
- (4) The right to mark and light, or cause or require to be marked and lighted, as obstructions to air navigation, any and all buildings, structures or other improvements, and trees or other objects, which extend into or above the Airspace; and
- (5) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.

Figure H1 – Typical Avigation Easement

H-4 Guidebook on Effective Land Use Compatibility Planning Strategies for General Aviation Airports

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the County of [County Name], for the direct benefit of the real property constituting the [Airport Name] hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow, in or upon the hereinabove described real property, nor will they permit or allow any building structure, improvement, tree, or other object to extend into or above the Airspace so as to constitute an obstruction to air navigation or to obstruct or interfere with the use of the easement and rights-of-way herein granted. If Grantor fails to comply with the foregoing obligations within ten (10) days after Grantee gives written notice of violation to Grantor by depositing said notice in the United States mail, Grantee may enter the above-described real property for the purposes described in subparagraphs (3) and/or (4), above, and charge Grantor for the cost thereof.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the [Airport Name], in the County of [County Name], State of [state name]; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the [Airport Name], or in otherwise flying through said Airspace.

Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against Grantee, its successors or assigns for monetary damages or other redress due to impacts, as described in paragraph (2) of the granted rights of easement, associated with aircraft operations in the air or on the ground at the airport, including future increases in the volume or changes in location of said operations. Furthermore, Grantee, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of airport facilities or establishment or modification of aircraft operational procedures or restrictions. However, this waiver shall not apply if the airport role or character of its usage (as identified in an adopted airport master plan, for example) changes in a fundamental manner which could not reasonably have been anticipated at the time of the granting of this easement and which results in a substantial increase in the in the impacts associated with aircraft operations. Also, this grant of easement shall not operate to deprive the Grantor, its successors or assigns of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said [Airport Name] is the dominant tenement.

DATED: _____

STATE OF _____ }

ss

COUNTY OF _____ }

On _____, before me, the undersigned, a Notary Public in and for said County and State personally appeared _____, and _____ known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

Figure H1, continued

RECORDED OVERFLIGHT NOTIFICATION

This *Overflight Notification* concerns the real property situated in the County of [County Name] and [insert if applicable] the City of _____, State of [State Name], described as _____ [APN No.: _____].

This *Overflight Notification* provides notification of the condition of the above described property in recognition of the property's proximity to the [Airport Name].

NOTICE OF AIRPORT IN VICINITY: This property is located in the vicinity of an airport and within the airport influence area. The property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors). Individual sensitivities to those annoyances can vary from person to person. You should consider what airport annoyances, if any, affect the Property before you complete your purchase and whether they are acceptable to you.

The Federal Aviation Administration (FAA) has regulatory authority over the operation of aircraft in flight and on the runway and taxiway surfaces at [Airport Name]. The FAA is, therefore, exclusively responsible for airspace and air traffic management, including ensuring the safe and efficient use of navigable airspace, developing air traffic rules, assigning the use of airspace and controlling air traffic. Please contact the FAA for more detailed information regarding overflight and airspace protection issues associated with the operation of military aircraft.

The airport operator, the County of [County Name], maintains information regarding hours of operation and other relevant information regarding airport operations. Please contact your local airport operator for more detailed information regarding airport specific operational issues including hours of operation.

This *Overflight Notification* shall be duly recorded with the [County Name] Assessor's Office, shall run with the Property, and shall be binding upon all parties having or acquiring any right, title or interest in the Property.

Effective Date: _____, 20__

Figure H2 – Sample Recorded Overflight Notification