

Enclosure (6)

## **Correspondence**

- a. FAA Denver Airport District Office letter dated July 14, 1989
- b. FAA Denver Airport District Office letter dated July 16, 2018
- c. FAA Denver Airport District Office letter dated October 9, 2018
- d. FAA Denver Airport District Office letter dated May 31, 2019



US Department  
of Transportation  
  
Federal Aviation  
Administration

74-2106395  
Form 1024  
July, 1989

Enclosure 6a

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

(303) 286-5533

JUL 14 1989

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

Dear Mr. Chandler:

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

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

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

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

Sincerely,

Alan E. Wiechmann, Manager  
Denver Airports District Office



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

Enclosure 6b

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

July 16, 2018

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

Meadow Lake Airport  
Peyton, Colorado  
Forecast Approval

Dear Mr. Elliott:

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

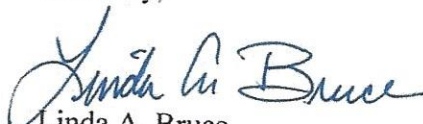
1. The difference between the FAA Terminal Area Forecast (TAF) and the Meadow Lake Airport's forecast for based aircraft and annual operations is within the 10 percent and 15 percent allowance for the 5 and 10 year planning horizons, respectively.
2. The forecast is based on current data and appropriate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

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

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

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

Sincerely,

  
Linda A. Bruce  
Colorado State Planner

cc: Tony Davis, Aviation





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

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

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

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

Dear Mr. Dossey:

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

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

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

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

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

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

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

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

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



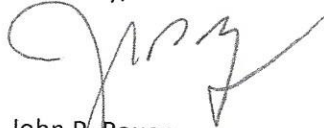
In accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, and Colorado state law, the developer of Meadowlake Ranch must request an airspace analysis of the proposed development to determine potential aeronautical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

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

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

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

Sincerely,



John P. Bauer  
Manager  
FAA/Denver Airports District Office

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



U.S. Department  
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May 31, 2019

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

Dear Mr. Elliott:

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

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

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

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

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

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



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

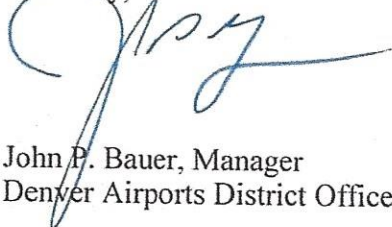
This ALP approval considers only the safety, utility and efficiency of the Meadow Lake Airport and is conditioned on acknowledgement that any development on airport property will require written approval from the FAA, including planning, environmental and construction approval. This ALP approval is also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

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

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

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

Sincerely,



John P. Bauer, Manager  
Denver Airports District Office

Enclosures

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