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RAY POWLL

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

Vtaircm-Pacific Region
Los Angeles Airports District Office

P.O. Box S2Q0?
Lake Ansetes, CA 80008

November 25, 2008

Ray Powell
3537 Winifred Way
Lake Havasu, AZ 86404

Dear Mr. Powell:

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COUNTY RECORDER**

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PHID BY7RRP^WENTERPRISES LLC

Establishment/Activation of Private-Use Airport
Sagebrush Traits Estates in Lake Havasu, AZ
Airspace Case No. 2008-AWP-749-NRA
Lat, 34-34-58 N, Long. 114-01-40 W

The Federal Aviation Administration (FAA) has completed an airspace study of the proposed facility submitted, by you on FAA Form 7480-1, *Notice of Landing Area Proposal*. Our analysis determined that the proposal is acceptable from an airspace utilization standpoint. Therefore, the FAA does not object to the establishment of the proposed landing area provided, the following conditions are met:

- a. The landing area is operated for private-use only.
- b. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, and in accordance with the restrictions/communications requirements of the overlying class of airspace.
- c. Routes of ingress/egress are established in accordance with Flight Standards recommendations and maintained obstruction-free,
- d. Be advised the airfield will be located within the confines or near a military training route or military training area.
- e. The airport shall comply with local planning, zoning laws, and regulations,
- f. Be advised this airport is exempt for approval by the State Transportation Board in accordance with A.R.S. 28-8205 for the airport located beyond 24 miles of an urbanized area.
- g. If operations are to be conducted between sunset and sunrise, we recommend landing area lighting be installed in accordance with FAA Advisory Circular 150/5340-30A, *Design and Installation Details for Airport Visual Aids*,

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- h. Airport is designed and constructed in accordance with FAA Advisory Circular (AC) 150/5340-U, *Standards for Airport Markings*.

If all of the aforementioned conditions are met, the FAA has no objection to the establishment/activation of the proposed landing area.

This airspace study did not include an environmental review to determine whether or not the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act of 1969 (Public Law 91 -190).

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient Use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effect it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal. Also, this determination in no way preempts or waives any ordinances, laws, or regulations of any other government body or agency.

The FAA cannot prevent the construction of structures near airports. The facility environs can only be protected through such means as local zoning ordinances or acquisition of property rights.

We are enclosing a graphic depiction of the proper vertical clearances (Figure I), which should be maintained between the approach/departure surfaces to a landing area and highways for fixed wing operations. Please note that a 17-foot minimum clearance is required for Interstate highways. Figure 1 is incorporated herein and made a part of this determination.

This determination expires on May 25,2010, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. An extension may be requested through our office, if necessary up to 15-days prior to this expiration date.

Also enclosed is the Airport Master Record, FAA Form 5010-5. Within 30-days after the landing area becomes operational, we would appreciate you adding the airport to this ! form, signing, dating and returning it to this office, so your facility can be included in the; FAA Airport Data System.

Sincerely,



Ruben Cabstbag
Assistant Manager, Los Angeles Airports District Office

Enclosures: FAA Form 5010-5, Figure 1

cc: AJR-32/Karen McDonald
California Department of Transportation, Aeronautics Division