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January 7, 2011

Attn: Robert van Haastert
Specialist, Air Traffic Airspace Branch
Federal Aviation Administration, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Re: Aeronautical Study No. 2010-ANM-2391-OE

Dear Mr. Van Haastert:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of more than 400,000 members including approximately 10,000 members in the state of Colorado. On behalf of our membership, AOPA is committed to ensuring the future viability and development of general aviation airports and their facilities as part of the national transportation system.

The purpose of this letter is to share AOPA's concerns with the proposed Transmission Line Structures located Northwest of Blake Field (AJZ) in Delta, Colorado. The proposed obstruction would exceed the Visual Flight Rules (VFR) maneuvering areas for category A and B aircraft and potentially impact the future Global Positioning System (GPS) approach minima. The transmission lines are of further concern as high-density altitudes are common at AJZ leading to reduced aircraft performance when attempting to maneuver around obstructions. While recognizing the proposed obstruction is on the side of the airport that is free from traffic pattern operations, it is arguably in an area that could be utilized by transient traffic or potentially in the area that will be protected for circle to land operations for the future GPS approach.

Of particular significance to AOPA and local members is the impact of the proposed lines on the future minima for the requested GPS approach that has been under review and coordination for several years. Unfortunately, despite documented discussions, the GPS approach is not contained within the Federal Aviation Administration's (FAA) database and therefore may not have been properly analyzed during the internal review completed by the FAA. AOPA has made several calls to rectify this information but unfortunately, it is likely the future GPS approach was not considered for the purposes of this study and should have been.

In addition, AOPA is very concerned with the fact that the proponent has already begun building the structure that is under review – subsequent to the regulations that preclude such construction

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until a determination of no hazard is acquired. Specifically, the FAA appears to have been notified of the existence of this line on or slightly before November 1, 2010 despite the fact that Tri State actually began construction on August 1, 2010. Unfortunately, notice to the public was not sent until early December, 2010 with a comment deadline date of January 8, 2011 - with two intervening holidays within the comment period and many personnel unavailable for questions related to the study.

We request that the FAA take every available action to preclude this proponent from completing the project until a full analysis has been completed and all necessary mitigation has taken place to prevent a safety hazard for surrounding airspace users. At a minimum, we would request that the FAA extend the comment period by 30 days to sort out the issue and allow the public to provide adequate comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Heidi J. Williams", with a long horizontal flourish extending to the right.

Heidi J. Williams

Senior Director

Airspace and Modernization