

## **Learning More About: Describing and Evaluating Airport Airspace Protection**

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### **Introduction**

Aircraft accidents can occur because of hazardous land use conditions; therefore, protecting against them is essential to effective airport land use compatibility. Land uses that are hazards to flight may also impact an airport's continued viability and its ability to operate as identified in an adopted airport master plan or airport layout plan. For example, obstructions to an airport's airspace can necessitate reducing the usable length of a runway or increasing the weather minimums under which an instrument approach procedure can be used, thereby limiting the accessibility of the airport and its overall utility.



There are three basic types of hazards that must be considered when establishing land use compatibility policies to protect airport airspace:

- ◆ **Airspace Obstructions.** The best recognized among airspace hazards is the potential for tall structures and other objects to obstruct the flight paths of aircraft operating at the airport.
- ◆ **Wildlife Hazards.** Bird strikes are the most common type of wildlife hazards to aircraft operations, but animals on the runway are also a concern at some airports.
- ◆ **Other Physical, Visual, or Electronic Hazards.** Thermal plumes from power plants, smoke, glare, lights that can be confused with airport lights, and electronic interference with aircraft communication or navigation all are potential hazards to flight.

These hazards are examined in general terms in the body of the *Guidebook*. Additional, more detailed information on selected topics is provided in this appendix.

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### **Federal Aviation Regulations Part 77**

To help ensure protection of the airspace essential to the safe operation of aircraft at and around airports, the Federal Aviation Administration has established a process that requires project proponents to inform the agency about proposed construction of objects that could affect the airspace.

The standards by which this airspace is defined are set forth by the federal government in Federal Aviation Regulations Part 77 (FAR Part 77), *Objects Affecting Navigable Airspace* (officially Title 14, Part 77 of the Code of Federal Regulations or 14 CFR Part 77). Additionally, FAR Part 77 establishes requirements for notifying the FAA with regard to any proposed construction that could be deemed a hazard and it provides for aeronautical studies of these proposals to be conducted by the FAA.

### ***Limits on Federal Authority under Part 77***

The FAA's authority to promote the safe and efficient use of the navigable airspace, whether concerning existing or proposed structures, is predominantly derived from Title 49 U.S.C. Section 44718 (Section 44718). However, Section 44718 does not provide specific authority for the FAA to regulate or control how land (real property) may be used in regard to structures that may penetrate navigable airspace.

The FAA has no authority to remove or to prevent construction or growth of objects deemed to be obstructions. Local governments having jurisdiction over land use are typically responsible for establishing height limitation ordinances that prevent new, and enable removal of existing, obstructions to the FAR Part 77 surfaces. Federal action in response to new airspace obstructions is primarily limited to three possibilities:

- For airports with instrument approaches, an obstruction could necessitate modification to one or more of the approach procedures (particularly greater visibility and/or cloud ceiling minimums) or even require elimination of an approach procedure.
- Airfield changes such as displacement of a landing threshold could be required (especially at airports certificated for commercial air carrier service).
- The owner of an airport could be found in noncompliance with the conditions agreed to upon receipt of airport development or property acquisition grant funds and could become ineligible for future grants (or, in extreme cases, be required to repay part of a previous grant).

### ***Notification Requirements***

Note that these notification surfaces have a much shallower slope and extend farther from the runway than the obstruction surfaces typically shown in an airspace plan as described below.

Subpart B of the regulations requires that the FAA be notified of any proposed construction or alteration within 20,000 feet of a runway and having a height that would exceed a 100:1 imaginary surface (1 foot upward per 100 feet horizontally) beginning at the nearest point of the runway. This requirement applies to runways more than 3,200 feet in length; for shorter runways, the notification surface has a 50:1 slope and extends 10,000 from the runway. Notification is required with regard to any public-use or military airport.

Also requiring notification is any proposed object more than 200 feet in height regardless of proximity to an airport.

Exceptions to the notification requirement are allowed for “any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded would not adversely affect safety in air navigation.”

When determining the height of structures, it is important to consider all of its components including elevator shafts, flag poles, and antennas that would extend above the roof level. Furthermore,

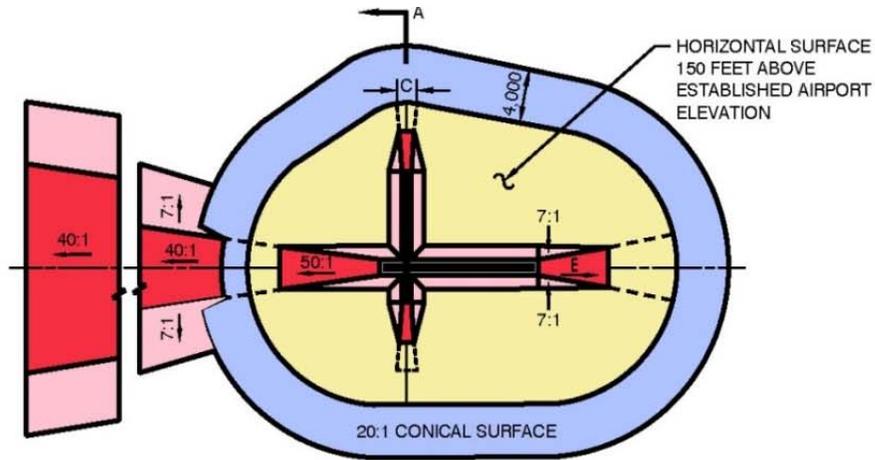
proposed objects do not need to be permanent to require submittal of a notification. Notice also must be provided for temporary objects such as construction cranes. Such objects are critically important to airspace protection in that they often are taller than the ultimate height of the structure. Mobile objects on roads must be taken into account as well. To allow for vehicles, 17 feet must be added to the road elevation of Interstate highways, 15 feet added for other public roadways, and 10 feet to private roads. A 23-foot clearance over railroad lines is required.

The notification is to be provided using FAA Form 7460-1, Notice of Proposed Construction or Alteration. These days, the notice can be submitted on-line (see Attachment 1 to this appendix for hints about on-line submittal of Form 7460). Receipt of the notice enables the FAA to evaluate the effect of the proposed object on air navigation and chart the object or take other appropriate action to ensure continued safety. There is no cost associated with the filing.

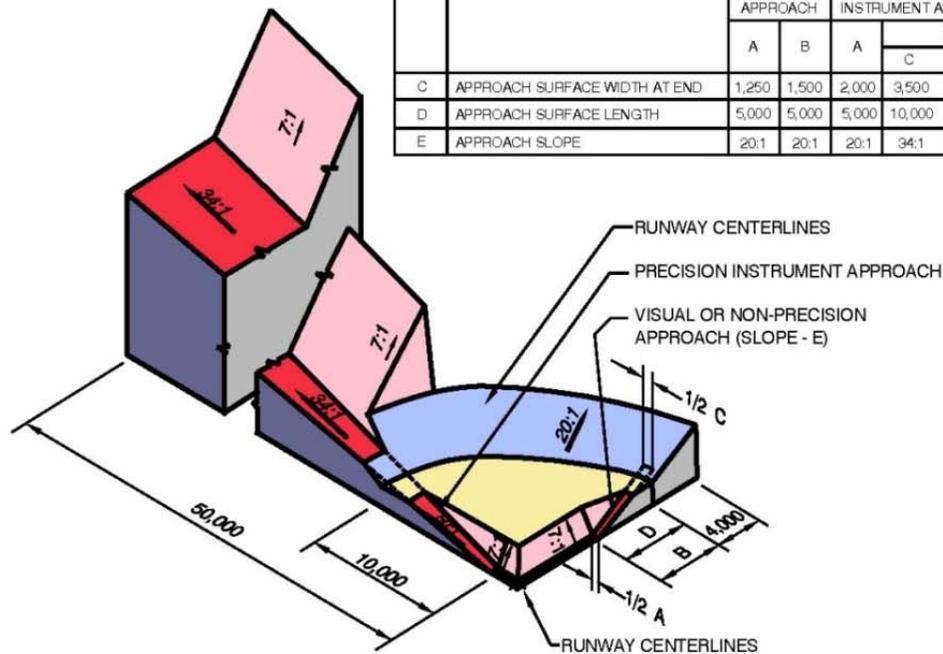
There is no cost for filing the Form 7460 notice. However, persons failing to comply with the provisions of FAR Part 77 are subject to Civil Penalty under Section 902 of the Federal Aviation Act of 1958, as amended and pursuant to 49 U.S.C. Section 46301(a).

### ***Airspace Plan***

The standards for identifying obstructions to the airspace are set forth in Subpart C of FAR Part 77. This subpart defines a set of imaginary surfaces that differ from those used for FAA notification. As shown in the diagram below, there are five types of surfaces: primary, approach, transitional, horizontal, and conical. It is this set of surfaces that is depicted in an airspace plan that typically accompanies the airport layout plan in the set of drawings prepared for most airports.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT THE INNER END	250	250	250	250	250	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	



**ISOMETRIC VIEW OF SECTION A-A**

By definition, any object that penetrates one of the imaginary surfaces is deemed an obstruction to air navigation. Not all obstructions are necessarily hazards, however. The determination of whether an object would be a hazard to air navigation is made as part of an aeronautical study conducted by the FAA as described below.

In general, local governments should restrict the heights of objects near airports to below the FAR Part 77 Subpart C obstruction surfaces. Exceptions can be made for areas of high terrain, objects

that are shielded by taller nearby objects, and objects that the FAA has determined to not be hazards. To assist in this regard, the FAA has developed a model zoning ordinance that local governments can use for this purpose. The model ordinance is built around the airspace plan drawing.

 [www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.information/documentNumber/150\\_5190-4A](http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.information/documentNumber/150_5190-4A)

## Aeronautical Studies

When the FAA receives a notice submitted by the project proponent in accordance with Subpart B requirements, Subpart D dictates that the FAA conduct an aeronautical study of the proposal.

See Attachment 2 to this appendix for more on aeronautical studies.

“In the aeronautical studies, present and future IFR and VFR aeronautical operations and procedures are reviewed and any possible changes in those operations and procedures and in the construction proposal that would eliminate or alleviate the conflicting demands are ascertained.”

Several divisions of the FAA are involved in conducting aeronautical studies. Each division contributes to the review based on its particular area of expertise. The regulations do not specify a time limit for the FAA to complete an aeronautical study, but a typical turn-around time is 30 to 45 days.

After the FAA completes its aeronautical study of the proposed construction, it usually issues a form letter indicating its determination as to whether the specific proposal studied would be a hazard to air navigation. If the object is shielded by other taller objects or is located away from the normal traffic patterns and instrument approach routes, the outcome in most cases will be a “Determination of No Hazard” even if the object is technically an obstruction. As a condition for non-objection, the FAA may recommend that the object be marked and lighted in accordance with FAA standards.

The responsibility for preventing hazardous obstructions to airport airspace rests with state and local governments and the airport operator. The FAA merely provides technical expertise.

If the aeronautical study finds that the object could adversely affect air navigation, the FAA will work with the proponent to seek modification to eliminate the problem. Adjustments to aviation requirements that would accommodate the proposed object are investigated as well. Ultimately, a “Determination of Hazard” could be issued. Even under these circumstances, however, the determination is advisory and the FAA has no authority to prevent construction of the object. Federal action in response to

new airspace obstructions is primarily limited to three possibilities:

- For airports with instrument approaches, an obstruction could necessitate modification to one or more of the approach procedures (particularly greater visibility and/or cloud ceiling minimums) or even require elimination of an approach procedure.
- Airfield changes such as displacement of a landing threshold could be required (especially at airports certificated for commercial air carrier service).
- The owner of an airport could be found in noncompliance with the conditions agreed to upon receipt of airport development or property acquisition grant funds and could become ineligible for future grants (or, in extreme cases, be required to repay part of a previous grant).

In the broader context of airport land use compatibility planning, the significance and limitations of FAA aeronautical study determinations are essential to recognize. These studies *only* address airspace issues. *Simply because the FAA has issued a Determination of No Hazard indicating that it has no objection to a proposed construction does not mean that the proposal is compatible*

### Critical Concept!

Simply because the FAA has issued a Determination of No Hazard indicating that it has no objection to a proposed construction does not mean that the proposal is compatible with the airport.

*with the airport.* Project proponents are known to wave the FAA determination in front of local decision-makers and say that, because the federal government has no concerns, the local agency should approve the proposal. Compatibility with regard to noise, the density or intensity of the land use, and other factors also must be considered in the local decision. Height of the structure and its affect on airspace is only one part of the puzzle.

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## Bird and Wildlife Hazards

Although tall structures may be the most obvious land use conflict with airport airspace, other threats exist. Another major concern is the hazard posed by birds and other wildlife. Bird or wildlife strikes of aircraft can cause significant damage and even lead to crashes.

- About 75 percent of all civil aviation bird strikes occur near airports.
- Waterfowl, gulls and raptors represent 77 percent of reported bird strikes causing damage to aircraft in the U.S.

Bird and wildlife strikes have increased substantially in recent years due primarily to three factors:

- The use of more efficient and quieter two-engine jet aircraft, as opposed to louder aircraft with three- or four-engine aircraft;
- The increase in the volume of air traffic; and
- Substantially increases in the populations of many wildlife species commonly involved in strikes, such as the Canada goose and white-tail deer.

As with other land use-related matters that affect compatibility between airports and their surroundings, the FAA has little regulatory authority over mitigation of bird and wildlife hazards. Its primary avenues for dealing with the issues are via certification requirements for air carrier airports and the assurances to which any airport receiving a federal grant must agree.

- ♦ **FAR Part 139.** FAA regulations associated with wildlife hazards are addressed in FAR Part 139 (14 CFR 139), “Certification of Airports.” Section 139.337 requires holders of Airport Operating Certificates (or air carrier airports) to “take immediate action” to address potential wildlife hazards once they are identified.



On-line copies of FARs can be found at:

[http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title14/14tab\\_02.tpl](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title14/14tab_02.tpl)

- ♦ **Grant Assurances.** While none of the standard grant assurances explicitly addresses mitigation of bird and wildlife hazards, three establish requirements that can broadly be applied to the issue. These assurances require airports to:
  - Operate and maintain the facilities in a safe and serviceable condition (no. 19);
  - Remove, lower, relocate, mark, light, or otherwise mitigate existing airport hazards and prevent the establishment or creation of future airport hazards (no. 20); and
  - Take appropriate action 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 (no. 21).

Beyond these two sources, federal guidance is advisory. Several FAA advisory circulars address particular aspects of the issue.

- *Wildlife Hazard Management at Airports: A Manual for Airport Personnel* (July 2005). FAA’s most thorough reference document. The manual includes background information, agencies and

organizations involved in wildlife hazard management at airports, and applicable legislation, regulations, and policies as well as direct and indirect controls for addressing potential hazards.



Available at: [http://wildlife.pr.erau.edu/EnglishManual/2005\\_FAA\\_Manual\\_complete.pdf](http://wildlife.pr.erau.edu/EnglishManual/2005_FAA_Manual_complete.pdf)

- AC 150/5200-32A, *Reporting Wildlife Aircraft Strikes* (December 2004). Explains the importance of reporting collisions between aircraft and wildlife and describes FAA's Bird/Other Wildlife Strike Reporting system. Provides instructions on how to report a wildlife strike in paper or electronic format, and provides links to wildlife strike reporting mechanism.



Available at: [http://www.faa.gov/documentLibrary/media/advisory\\_circular/150-5200-32A/150\\_5200\\_32A.pdf](http://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-32A/150_5200_32A.pdf)

- AC 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* (August 2007). Serves as the foundation for wildlife hazard management practices at airports. Provides guidance on land uses that have the potential to attract hazardous wildlife on or near public-use airport (i.e., within three miles of airports serving piston-powered aircraft and within five miles of airports serving turbine-powered aircraft.) Identifies land use practices on or near airports that potentially attract hazardous wildlife, procedures to manage wildlife, and recommended changes in land use reduce wildlife strike hazards.



Available at:

[http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/0/532dcafa8349a872862573540068c023/\\$FILE/150\\_5200\\_33b.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/532dcafa8349a872862573540068c023/$FILE/150_5200_33b.pdf)

Additional guidance regarding mitigation of wildlife hazards is available from WSDOT Aviation. In 2009, the Aviation Division, in coordination with WSDOT Environmental Services and the Federal Aviation Administration (FAA), developed a stormwater design manual to assist in the design, construction and maintenance of stormwater facilities on and near airports. The manual focuses on design modifications to decrease the attractiveness of stormwater facilities to wildlife rather than active wildlife removal measures.



The WSDOT *Airport Stormwater Guidance Manual* can be found on-line at [www.wsdot.wa.gov/aviation/AirportStormwaterGuidanceManual.htm](http://www.wsdot.wa.gov/aviation/AirportStormwaterGuidanceManual.htm)

### Tips

- A database listing of wildlife strikes on aircraft can be found at the following website. Reviewing the data to see if there have been problems at your airport can help determine the emphasis you place on this issue.



[http://wildlife-mitigation.tc.faa.gov/public\\_html/index#access](http://wildlife-mitigation.tc.faa.gov/public_html/index#access)

Attachment 1

# 7460 Supplemental Guide

Screen Image 1

Once a user has created an account, they will be able to log in and will be directed to the OE/AAA Portal Page. This page displays a summary of any projects which have been entered into the website, categorized by off-airport and on-airport projects.

## Adding a Sponsor

Before a user can enter project specific information, a project sponsor must be created. A sponsor is the person who is ultimately responsible for the construction or alteration. All FAA correspondence will be addressed to the sponsor. The sponsor could be the airport manager for projects proposed by the airport, or the developer proposing off airport construction. To create a sponsor contact, click “Add New Sponsor” on the “portal” page. From there the user can add sponsors for various projects.

OE/AAA Portal Page

faa.gov Tools: [Print this page](#)

My Account	Off Airport Construction (includes on Military Airport)	On Airport Construction (excludes on Military Airport)																																		
<p><b>Name:</b> <b>User Name:</b> <b>Login Time:</b> <b>IP Address:</b></p> <p><b>Actions:</b>  <a href="#">What's New</a>  <a href="#">Update Account Information</a>  <a href="#">Change Password</a>  <a href="#">Logout</a></p>	<p>My Cases (Off Airport)   <a href="#">Add New Case (Off Airport)</a>  <a href="#">My Sponsors</a>   <a href="#">Add New Sponsor</a>  <a href="#">Air Traffic Areas of Responsibility</a></p> <p><b>My Cases by Status:</b></p> <table border="1"> <tr><td>Draft</td><td>0</td></tr> <tr><td>Accepted</td><td>0</td></tr> <tr><td>Add Letter</td><td>0</td></tr> <tr><td>Work in Progress</td><td>0</td></tr> <tr><td>Determined</td><td>0</td></tr> <tr><td>Circularized</td><td>0</td></tr> <tr><td>Terminated</td><td>0</td></tr> <tr><td>All</td><td>0</td></tr> </table> <p><b>Draft:</b> Cases that have been saved by the user but have not been submitted to the FAA.  <b>Accepted:</b> Cases that have been submitted to the FAA.  <b>Add Letter:</b> Cases that have been reviewed by the FAA and require additional information from the user.  <b>Work in Progress:</b> Cases that are being evaluated by the FAA.  <b>Determined:</b> Cases that have a completed aeronautical study and an FAA determination.  <b>Terminated:</b> Cases that are no longer valid.                      Please allow the FAA a minimum of 30 days to complete a study.  <a href="#">Click here to contact the appropriate representative.</a></p>	Draft	0	Accepted	0	Add Letter	0	Work in Progress	0	Determined	0	Circularized	0	Terminated	0	All	0	<p>My Cases (On Airport)   <a href="#">Add New Case (On Airport)</a>  <a href="#">My Sponsors</a>   <a href="#">Add New Sponsor</a> ←  <a href="#">Airports Regional Contacts</a></p> <p><b>My Cases by Status:</b></p> <table border="1"> <tr><td>Draft</td><td>0</td></tr> <tr><td>Waiting</td><td>0</td></tr> <tr><td>Accepted</td><td>179</td></tr> <tr><td>Add Letter</td><td>0</td></tr> <tr><td>Work in Progress</td><td>64</td></tr> <tr><td>Determined</td><td>4</td></tr> <tr><td>Terminated</td><td>0</td></tr> <tr><td>Deleted</td><td>0</td></tr> <tr><td>All</td><td>247</td></tr> </table> <p><b>Draft:</b> Cases that have been saved by the user but have not been submitted to the FAA.  <b>Waiting:</b> Cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach a sketch.  <b>Accepted:</b> Cases that have been submitted to the FAA.  <b>Add Letter:</b> Cases that have been reviewed by the FAA and require additional information from the user.  <b>Work in Progress:</b> Cases that are being evaluated by the FAA.  <b>Determined:</b> Cases that have completed a aeronautical study and an FAA determination.  <b>Terminated:</b> Cases that are no longer valid.</p> <p>NOTE: Please use this section for filing on-airport constructions electronically.</p>	Draft	0	Waiting	0	Accepted	179	Add Letter	0	Work in Progress	64	Determined	4	Terminated	0	Deleted	0	All	247
Draft	0																																			
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<p>Circularized Case Notification</p>	<p>OE/AAA Support Desk  <b>Phone:</b> 202-580-7500  <b>Email:</b> oeaaa_helpdesk@cghitech.com</p>	<ul style="list-style-type: none"> <li>OE/AAA System User Guide</li> <li>FAA Acronyms</li> </ul>																																		

Screen Image 2

When the user selects “Add New Sponsor”, they will be presented with the following screen:

Add New Sponsor

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- The Sponsor can be you, your company, or your client. The sponsor is the person or business ultimately responsible for the construction or alteration. The sponsor appears as the addressee on all correspondence from the FAA.
- Please populate the following form to add or update a Sponsor.
- Required fields indicated with \*

\* Sponsor Name:

\* Attention Of:

\* Address:

Address 2:

\* City:

\* State:

-OR-

\* Non-US State:

\* Country:

\* Zip / Post Code:

\* Phone:  -  -  ext

\* Fax:  -  -

\* Email:

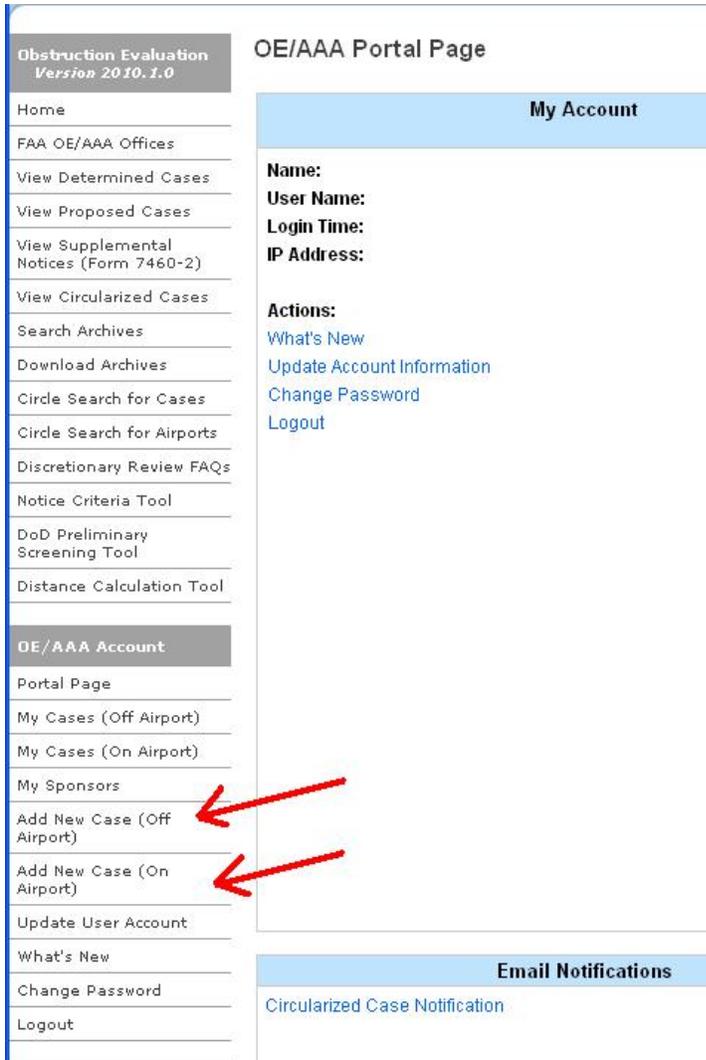
NOTE: The party submitting information through the FAA website **DOES NOT** have to be the same as the sponsor. Often, a consultant or other party under direction from the sponsor makes the submittal through the website

[Submit](#) [Cancel](#)

Screen Image 3

### Creating a New Submittal

There are two options for creating a new 7460 submittal. Again on the left side, either click “Add New Case (off airport)” or “Add New Case (on airport)”



Screen Image 4

There are some differences in the required fields for “on airport” vs. “off airport” but the differences are minor and self explanatory. One tip: for off airport submittals there is a field for “requested marking/lighting”. If the user does not have a preference, select other from the pull down menu and in the “other field” state “no preference”.

Notice of Proposed Construction or Alteration - Off Airport

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**Sponsor (person, company, etc. proposing this action)**

\* Sponsor:

**Construction / Alteration Information**

\* Notice Of:

\* Duration:

*if Temporary* : Months:  Days:

Work Schedule - Start:  (mm/dd/yyyy)

Work Schedule - End:  (mm/dd/yyyy)

State Filing:

**Structure Summary**

\* Structure Type:

\* Structure Name:

FCC Number:

Prior ASN:  -  -  - OE

**Structure Details**

\* Latitude: ° ' " N

\* Longitude: ° ' " W

\* Horizontal Datum:

\* Site Elevation (SE):  (nearest foot)

\* Structure Height (AGL):  (nearest foot)

\* Requested Marking/Lighting:

*Other* :

Audio Visual Warning System(AVWS):  Yes

\* Current Marking/Lighting:

*Other* :

\* Nearest City:

\* Nearest State:

\* Description of Location:

\* Description of Proposal:

**Common Frequency Bands**

	Low Freq	High Freq	Freq Unit	ERP	ERP Unit
<input type="checkbox"/>	806	824	MHz	500	W
<input type="checkbox"/>	824	849	MHz	500	W
<input type="checkbox"/>	851	866	MHz	500	W
<input type="checkbox"/>	869	894	MHz	500	W
<input type="checkbox"/>	896	901	MHz	500	W
<input type="checkbox"/>	901	902	MHz	7	W
<input type="checkbox"/>	930	931	MHz	3500	W
<input type="checkbox"/>	931	932	MHz	3500	W
<input type="checkbox"/>	932	932.5	MHz	17	dBW
<input type="checkbox"/>	935	940	MHz	1000	W
<input type="checkbox"/>	940	941	MHz	3500	W
<input type="checkbox"/>	1850	1910	MHz	1640	W
<input type="checkbox"/>	1930	1990	MHz	1640	W
<input type="checkbox"/>	2305	2310	MHz	2000	W
<input type="checkbox"/>	2345	2360	MHz	2000	W

**Specific Frequencies**

[Add Specific Frequency](#)

**Additional Location(s)**

[Add New Location\(s\)](#)

Screen Image 5

- The most common “notice of?” is construction. Select from pull down menu.
- Latitude and longitude must be entered for the structure/construction activity.
- Most 7460 submittals will require multiple points with lat/long unless the 7460 is for a pole/tower/ or other single point object. Buildings and construction areas all require points indicating the extents of the building or area. More information is provided below on how to add additional points to a submittal.
- There is a field to describe the activity taking place. In some complex activities the field does not provide enough room for the required text. An additional explanatory letter can be attached. Additional information is provided in this section on how to add a letter or document to the submittal.
- Red asterisks indicate the required fields.
- Unless there has been a previous aeronautical study for this submittal leave the “prior study” fields blank.

Accurate lat/long and site elevation is critical for an accurate airspace determination.

It is recommended that survey quality data be obtained from a recent survey, a GPS unit, or worst case, scaled from a topo quad.

- Only select “common frequency bands” if the proposed structure will transmit a signal.

If the submittal is a building or construction area that is more than a single lat/long point the user must save the data first. Click save at the bottom of the page. This will bring up a summary screen of the case. To add more points click “clone” under the heading “actions”.

Notice of Proposed Construction or Alteration - Off Airport faa.gov Tools: [Print this page](#)

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Project Name: TEST1-000119804-09 Sponsor: test10

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Project Summary : TEST1-000119804-09  
[Add Another Case to this Project](#)

Structure	City, State	Lat/Long	Map	Actions
sadv Draft	edfv, TX	30° 30' 30.00" N 95° 30' 30.00" W	✗ Verify Map	Delete Clone Upload a PDF
sadv Draft	edfv, TX	30° 30' 3.00" N 95° 41' 1.00" W	✗ Verify Map	Delete Clone Upload a PDF
sadv Draft	edfv, TX	30° 30' 30.00" N 95° 1' 1.00" W	✗ Verify Map	Delete Clone Upload a PDF
sadv Draft	edfv, TX	30° 30' 9.00" N 94° 4' 7.00" W	✗ Verify Map	Delete Clone Upload a PDF
sadv Draft	edfv, TX	30° 30' 15.00" N 95° 41' 4.00" W	✗ Verify Map	Delete Clone Upload a PDF

To submit this project, you must verify the coordinates of each case listed above.

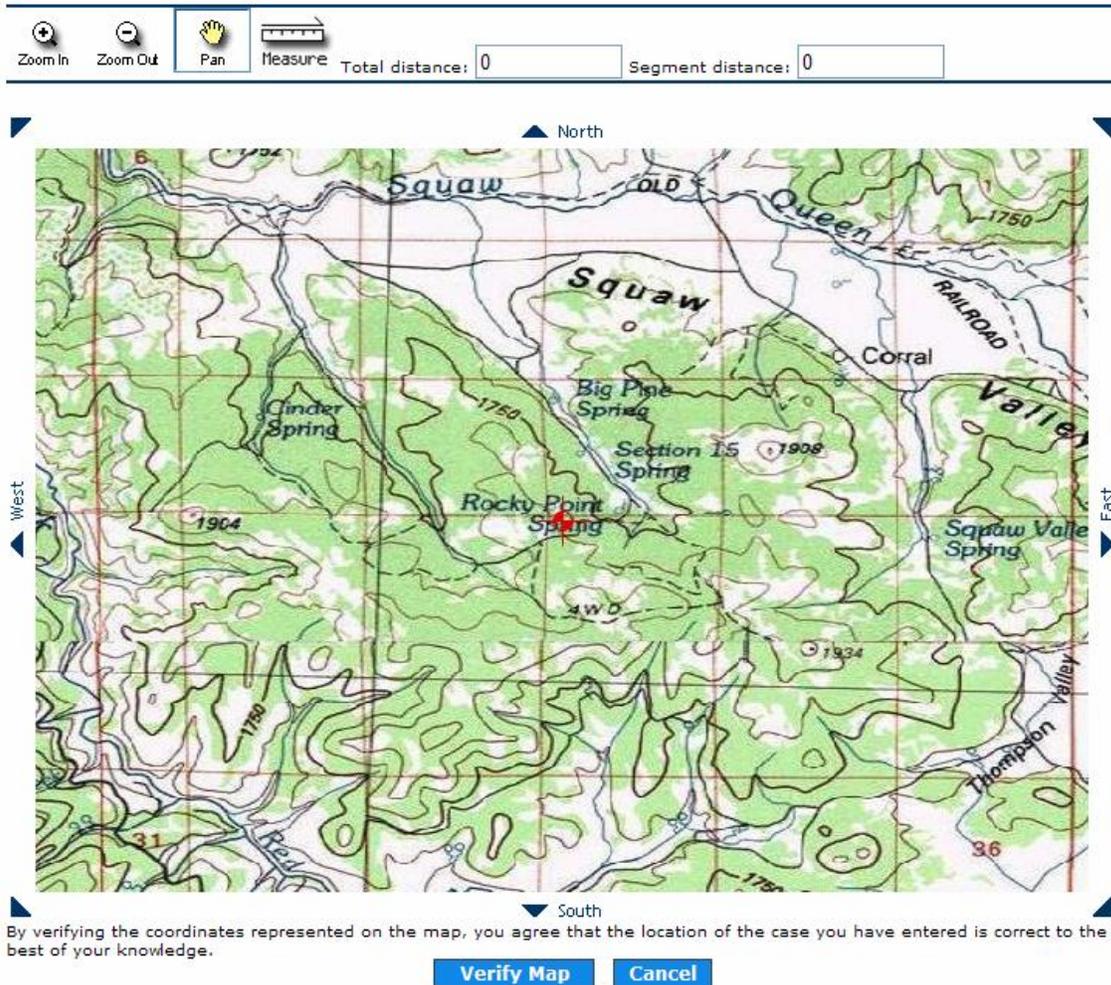
Screen Image 6

The clone tool copies all the relevant information to a new page where an additional lat/long and elevation can be entered. However, the clone process does not number the various points of a proposed project. When entering the details for a point (see Image 5) it is helpful if the user assigns a number to the point and references the total number of points for the project (e.g. point 2 of 20). The numbering can be included in the project “description/remarks” field for each point.

It should be noted that each individual point associated with a project (e.g. each corner of a building) is evaluated individually, thus the importance of including a numbering system (2 of 20) in the text/description box.

Once done, click “save” again. Now the user will see two records under the “project summary” heading. Continue this process of cloning for all the remaining points.

Once all the points have been entered, each point must be verified. There is a red X with the words “verify map” indicating the user has not verified the location. Click Verify Map, a popup will display the lat/long point on a topo map and the user must verify that it is in the correct location. After clicking “verify map” on the popup, the red X will become a blue checkmark. It seems to be more efficient to enter all of the points associated with a project and then return to verify each point on the map at one time.



Screen Image 7

All on-airport project submittals must have a “project sketch” included. Under the “actions” column select “upload a PDF”. Once you have uploaded a sketch for all the points associated with the project the red X under “sketch” will turn to a green check mark. Off-airport projects do not require a “project sketch”, but the user can still upload one for informational purposes.

If the user needs to add any other information such as an explanatory letter, clicking on “upload a PDF” will allow the user to upload more documents, although only one at a time. Keep in mind that if additional PDFs or information are being provided, like the project sketch it must be uploaded to every point associated with the project.

Once the maps have been verified and sketches uploaded for all points associated with the case, the user will be able to submit the 7460 to the FAA for review.

### **Status of Submitted Projects**

To check the status of a submittal, click on either “my cases (off airport)” or “my cases (on airport)” to see a list of what has been submitted. Each of the multiple points associated with one project will be listed as if they are separate, although still associated. The points will have a status:

ALL of My Cases (Off Airport)

faa.gov Tools: [Print this page](#)

<b>All Cases</b> <a href="#">Show All Cases (31)</a>	<b>Filter by Case Status</b> <a href="#">Draft (15)</a>   <a href="#">Accepted (0)</a>   <a href="#">Work in Progress (0)</a> <a href="#">Determined (0)</a>   <a href="#">Circularized (0)</a>   <a href="#">Terminated (16)</a>	<b>Cases Requiring Action</b> 7460-2 Required (0)   <a href="#">Add Letter (0)</a>
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Records 1 to 20 of 31

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Project Name	Structure Name	ASN	Status	Date Accepted	Date Determined	City	State
CITY -000038834-06	Test	2007-ASW-11935-OE	Terminated	12/27/2007	12/27/2007	Test	TX
CITY -000059482-07	sdv		Draft			Ijknasd	AS
CITY -000059483-07			Draft			1WADC	TX
CITY -000060676-07	Clearing		Draft			Loackhaven	PA
GLYN -000102789-08	Belgrade		Draft			Memphis	TN
TEST -000017393-05			Draft			Test	TX
TEST -000017393-05			Draft			Test	VA
TEST -000026823-05	-2 Test	2005-ASW-5900-OE	Terminated	10/24/2005	01/26/2006	Test	TX
TEST -000042518-06			Draft			Test	PW
TEST -000054890-06			Draft			Miami	HI
TEST -000062979-07	Test	2007-ASW-2891-OE	Terminated	03/31/2007	03/31/2007	Test	TX
TEST -000068585-07	Test	2007-ASW-4498-OE	Terminated	06/06/2007	06/06/2007	Test	TX
TEST -000070702-07	Test	2007-AAL-169-OE	Terminated	06/28/2007	06/28/2007	test	AK
TEST -000073196-07	Test	2007-ASW-6665-OE	Terminated	07/28/2007	07/28/2007	Test	TX
TEST -000076148-07	Test Case	2007-ASW-7840-OE	Terminated	08/30/2007	09/24/2007	Test	TX
TEST -000080619-07	Test	2007-ASW-9818-OE	Terminated	10/25/2007	10/25/2007	Test	TX
TEST -000089176-08	Test	2008-ASW-1637-OE	Terminated	02/28/2008	02/28/2008	Test	TX
TEST -000100444-08	test	2008-ASW-5488-OE	Terminated	08/04/2008	08/04/2008	Test	TX
TEST -000102395-08	test	2008-ASW-5898-OE	Terminated	08/28/2008	10/03/2008	Test	TX
TEST -000104649-08	test	2008-ASW-6317-OE	Terminated	10/03/2008	10/09/2008	test	TX

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Screen Image 8

**Project Status Definitions:**

**Draft:** Cases that have been saved by the user but have not been submitted to the FAA.

**Waiting:** Cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach a sketch.

**Accepted:** Cases that have been submitted to the FAA.

**Add Letter:** Cases that have been reviewed by the FAA and require additional information from the user.

**Work in Progress:** Cases that are being evaluated by the FAA.

**Determined:** Cases that have a completed aeronautical study and an FAA determination.

**Terminated:** Cases that are no longer valid.

These definitions are also shown at the bottom of the summary screen.

## Attachment 2

# Aeronautical Studies

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When the FAA receives a Notice of Proposed Construction (Form 7460), it disseminates the information to four different divisions within the agency. Each division specializes in different FAA regulations and orders and provides comments within their own expertise.

After input is received from the individual divisions, the results will be compiled and the FAA will typically issue one of the following form-letter determinations:

- ◆ **Determination of No Hazard (DNH).** The study did not reveal any substantial adverse effect and can proceed on that basis. The letter may include optional information such as the basis from which the conclusion was made, identification of obstruction standards exceeded, cautionary aeronautical/operational impacts (e.g., to VFR operations, traffic patterns, etc.), valid aeronautical comments received during circulation/review, marking/lighting requirements, petition deadlines, etc.
- ◆ **Notice of Presumed Hazard (NPH).** Indicates the proposed structure exceeds obstruction standards and/or will have an adverse effect on navigable airspace. The goal of the notice is to allow the proponent an opportunity to amend the proposal to avoid the impact. These letters normally require a response within 60 days of issuance. Once the deadline passes, the FAA assumes the project has been terminated. No further action will be taken unless the proponent submits a new 7460 submission to restart the process. Alternatively, a written response from the proponent before the deadline will result in either a new determination (e.g., DNH) or will require the FAA to undertake further study to determine adverse impacts.
- ◆ **Determination of Hazard (DOH).** This letter indicates that substantial adverse impact could not be eliminated during the negotiation period following the NPH and the affected aeronautical operations cannot be adjusted to accommodate the structure without substantial adverse effect.

A Determination of No Hazard indicating that it has no objection to a proposed construction does not mean that the proposal is compatible with the airport.

Unless otherwise specified in the letter, DNH and DOH determinations are valid for a period of 18 months from the issue date. The letter will normally include a petition deadline 30 days following the issue/effective date. Unless a valid petition is filed, the determination becomes final 40 days following the issue/effective date.