AIRPORTS QUARTERLY

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Nearly 500 Attend 2004 Partnership Conference

The 2004 Partnership Conference held March 10-11, 2004, in Fort Worth, attracted nearly 500 people. The conference was extremely successful this year and provided an excellent opportunity to share information with our sponsors on the AIP Reauthorization and the recent changes to the Part 139 Program. A list of attendees is available on the Airports Division website at www.faa.gov/arp/asw

Kate Lang, Deputy Associate Administrator for Airports, explained issues at the national level and described some of the changes we can expect with the AIP Reauthorization. Herman Lyons explained how an ongoing reorganization of the Air Traffic Organization would impact airports and users. Security issues were discussed by Charlotte Bryan of TSA. Breakout sessions included airport design, the new EMAS equivalency requirements, runway incursions, DBE, and much more.

New Part 139 Regulation Published

On February 10, 2004, the FAA published the final Part 139 rule in the Federal Register. Per the authorizing statute, the final rule will become effective June 9, 2004, (120 days after the effective date of the final rule). The Part 139 final rule requires the certification of airports serving scheduled operation of air carrier aircraft with 10-30 seats; modifies the certification process to incorporate all airports covered by the authorizing statute; and revises many operational and safety requirements in response to technological changes, (Continued Page 2)

New Part 139 Regulation Published (Continued)

petitions for rule making, and NTSB recommendations. This final rule also amends a section of an air carrier operation regulation, 14 CFR Part 121, operating requirements: Domestic, Flag and Supplemental Operations so it conforms with changes to revised airport certification requirements.

More information is available on the Part 139 Airport Certification web page.

DBE Plans for FY-04 Grants

The Department of Transportation regulations 49 CFR Part 26 requires recipients of grants of $250,000 or more for airport planning or development to implement a disadvantaged business enterprise (DBE) program (Section 26.21(a)(3)).

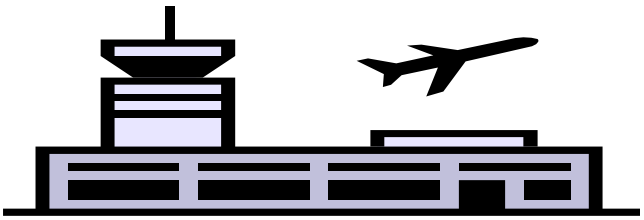
If you intend on applying for such a grant during fiscal year 2004 (which began October 1, 2003) and have not submitted a DBE program and/or DBE goals to the Civil Rights Staff, you are encouraged to do so as soon as possible since this a condition of your grant agreement. Civil Rights has received only four non-primary FY-04 DBE Goal Updates to date. This submission is critical since the grant obligation date is so early this year (August 31).

All necessary guidance can be obtained for the Civil Rights website at http://www.faa.gov/asw/asw009/ or by calling Rosetta Robinson at 817-222-5032.

"Grant obligation date is so early this year"

Illumination of Runway Exit Signs

This CERTALERT is to call your attention to the fact that we have just issued a new Signing and Marking Supplement, SAMS 19, dealing with the illumination of runway exit signs. SAMS 19 is available on the web at http://www.faa.gov/arp/safety/sams.cfm?ARPnav=safety. FOR INFORMATION, CONTACT Linda Bruce, AAS-300 (202) 267.8553



October 2004

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Yellow Barricade Lights Not Acceptable After October 1, 2004

In the last update to AC 150/5370-2E, Operational Safety on Airports During Construction, a change was made mandating that red, not yellow, steady-burning or flashing lights be used to mark closed areas. The compliance date for implementing this change is October 1, 2004.

Electronic Grant payments

AIP Sponsors that seek reimbursement of the Federal share of incurred eligible costs will use the Electronic Clearing House Operation (ECHO) system as managed by the Federal Transit Administration. The ECHO system is a personal computer (PC) based application that utilizes the Automated Clearing House (ACH) method of payment. Under the ACH method, FAA provides payment to the Sponsor by electronically wiring funds to the Sponsor's financial institution.

ECHO consists of an electronic mailbox where sponsors call in their drawdown data with use of a computer. ECHO processes the payment requests by validating the individual payment request against the available project balance maintained by DOT's accounting system. ECHO then transmits requests approved for payment to the Sponsor's financial institution through Treasury's ACH process. Normally, Federal funds are deposited in the Sponsor's account the following day.

Office of Management and Budget (OMB) Circulars A-102, A-110 and 31 CFR Part 205, governs payment to recipients for financing operations under Federal grant and other programs. These regulations require that payment to a grantee be limited to the minimum amounts needed and timed so as to be in accord only with the actual, immediate cash requirements of the grantee in carrying out the approved project. Detailed instructions for requesting drawdowns are provided in a user manual, which will be provided after your account is established. The process is also explained at the FTA website http://www.fta.dot.gov/.

If you are interested in participating in the ECHO system program, please contact your program manager at the Airport Development Office, ADO.

Testing Laboratory Accreditation

On projects utilizing FAA standard specifications P401 PLANT MIX BITUMINOUS PAVEMENTS or P501 PORTLAND CEMENT CONCRETE PAVEMENT, we require testing laboratories to meet standards published in the American Society for Testing Materials (ASTM) C1077 and ASTM D 3666. These standards set forth criteria for evaluating the capability of a laboratory to perform designated tests on concrete and bituminous materials. Both standards require inspection by a national authority. Currently the FAA recognizes the following national authorities for evaluation of testing laboratories:

- AASHTO (MRL Materials Reference Laboratory)
- A2LA (American Association for Laboratory Accreditation)
- U.S. Army Corps of Engineers, Engineer Research and Development Center, Materials Testing Center (MTC)
- NVLAP (National Voluntary Laboratory Accreditation Program)

New Faces in the Airports Division

Cameron Bryan joined our team on April 5 as the new manager of the Airports Planning and Programming Branch. His office assists the region with administration of the Airport Improvement Program, Passenger Facility Program and environmental efforts associated with both. Cameron is a career federal employee having spent time here in this region as well as the FAA's Southern Region Office and Washington Headquarters, where he was the Manager of the Airport Improvement Program Branch.

Lance Key joins us as an Environmental Protection Specialist in the Planning and Programming Branch. Lance worked as an Environmental Protection Specialist and Natural Resource Planner for the Department of Defense (Air Force) from 1988-2003. He graduated from LSU in Baton Rouge, LA in 1974 with a BS in Forestry and spent 6 years in the US Army, plus 3 years in the Alaska Army National Guard.

Paul Blackford, the new Environmental Protection Specialist in the Texas ADO, is a former Navy and commercial airline pilot. He has a B.S. in applied mathematics and joins the FAA from an airport consulting firm in Alabama.

Sandy Cornish has joined our organization as our division secretary. She was formerly with ANI-600.

Morgan Hamilton has joined us as a student aide in ASW-650. He currently attends Tarrant Community College, North East campus

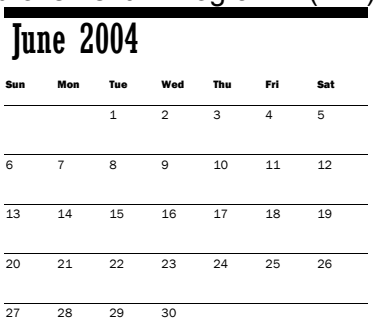
FAA Retirements

Juanita Jordan and Eunice Edwards retired in January 2004. Juanita worked in the Airports Division for many years and had been in the Planning and Programming Branch for the past 12 years. Eunice was the Division Secretary. Both will be missed.

Everything has an ending: there will be
An ending one sad day for you and me,
And ending of the days we had together,
The good companionship,
all kinds of weather.
Everything has an Ending.
By
Katharine Tynan Hinkson

Update your 2005-2007 Capital Plan by June 15

We are in the process of formulating the FY 2005-2007 Airports Capital Improvement Plan ACIP. We need your help!!! Based on current funding assumptions, the ACIP is a constrained funding plan, to meet FAA's goals in the areas of safety, capacity, noise and serviceability. The ACIP serves as FAA's funding plan to implement the annual Airport Improvement Program (AIP).

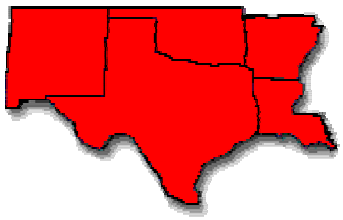


To have your capital needs considered for AIP funding, please make sure that you have developed your Capital Improvement Plan (CIP) and have met with your ADO Program Manager by June 15. The Program Mangers have forms to assist you if needed.

Department of Transportation
Federal Aviation Administration
Airports Division, ASW-600
2601 Meacham Boulevard
Fort Worth, TX 76137

Phone: 817-222-5600

To serve the public by providing for the quality development and continuing needs of a safe and efficient airport system through partnership with the aviation community.



Improvements to the National Geodetic Survey Website

The Airports Division, airport owners, and airport consultants often rely on information from the National Geodetic Survey (NGS) for various airport planning and construction activities. As such, we are happy to report that the National Geodetic Survey (NGS), made several improvements to their Aeronautical Survey Program website. These improvements include:

1. More Accessible Data. NGS has moved all of their survey data to an Internet server. This data should now be accessible to those users who previously had access problems due to local network firewalls.

2. Missing Page Added. A page that was previously missing from the electronic version of FAA No. 405, "Standards for Aeronautical Surveys and Related Products", has been added. This page, which contains Figure 2.2, Obstruction Identification Surfaces, Federal Aviation Regulations Part 77, is important because it links FAA No. 405 back to FAR Part 77 and provides the basis for the labels NGS attaches to the various FAR Part 77 surfaces.

3. Additional Links to Definitions. NGS has provided additional links to the textual definitions of the various FAR Part 77 surfaces. In the chart of the FAR Part 77 Surfaces (which can be accessed from the NGS home page by clicking on "Federal Aviation Regulations Part 77 Surfaces"), you have two options to see these definitions. First, you can click on the "Textual description" link below the chart, and a document with all of the definitions is called up. Secondly, you can click on the links within the chart, which will take you directly to the appropriate description.

4. New Data. NGS has begun to populate the Dates of Latest Editions (DOLE) section of their website. In it, they provide links to the older Obstruction Chart (OC) survey data sheets that were previously unavailable online. Simply click on the "DOLE" link on the home page, scroll to the desired airport, and click on the adjacent "ODS" link to display the pdf file of the selected survey data sheet.

Funding

Why Close Out Projects?

The funds have been drawn down and the work completed. So why push to submit closeout paperwork? Aside from the grant obligation requirement to provide a financial audit of expenditures, there is also a grant obligation to turn back unneeded funds.

Once a grant obligation is made, funds are set aside for an airport sponsor to draw down as project costs are incurred. So what happens when a project has been completed and under runs the grant amount? The funds sit idle in an account until project information is received! The longer it takes to receive project documentation, the longer the funds sit idle. These are often funds that you or other airports may need for other projects.

Delay in submission of project closeout documentation is costly all around. It not only prevents the maximization of AIP funds for needed airport development, but often has many other negative impacts, such as:

- Delays some projects until funds become available.
- Delays project closeouts where funds are needed for amendments.
- Increases the administrative costs associated with a project, thereby reducing funds for airport development projects.
- A repeated effort to obtain project closeout documentation reduces the service that can be provided by the Airports District Office's Project Manager.
- Airport owners see less airport improvement when administrative costs increase.

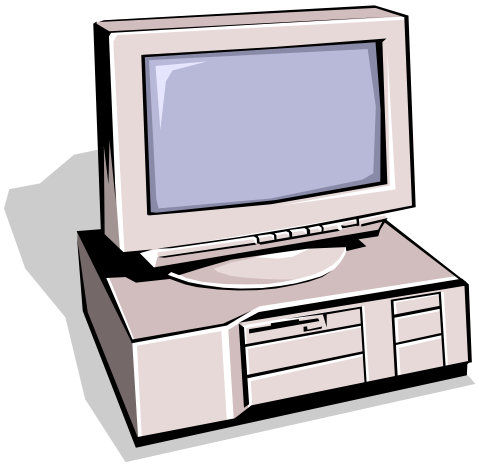
It is our goal this year to close all grants that have been open for 4 years and longer. The Southwest Region has 36 grants that are four years or older (FY 1988 - 2000). Please work with the ADO and help us close these old grants.

Mark you Calendar!!!!!

The Airports Division is planning a one-day specialty conference in October focused exclusively on the capital planning process. We will have both national and regional experts providing techniques and advantages of good capital planning. This should be an excellent short conference for airport managers, airport financial specialists and consultants. More details will be provided as soon as we lock down a date and location.

Send Us Your EMAIL Updates

Email is a fast, inexpensive way for the FAA to reach our stakeholders. But it is only effective if we have correct addresses. If your e-mail address changes, please notify your program manager or certification inspector.



Special Item: AIP Grant Payments

For those officials involved in the process of requesting, receiving, and distributing federal grant funds under the Airport Improvement Program, your attention is directed at language contained in each grant agreement.

> **……THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES** to pay, as the United States share of the allowable costs incurred in accomplishing the Grant, nine (90) per centum thereof……..

Simply stated, each time the airport sponsor requests federal funds for reimbursing eligible project costs, the sponsor is obligated to provide the 10% local matching share at that time. This statutory requirement includes all interim and final project payments. Please direct any questions concerning this issue to your FAA program manager.

Minimize Un-liquidated PFC Revenue

We recommend airport sponsors, that collect PFC's, disburse those funds for each project at least once a quarter in order to minimize un-liquidated PFC revenue. Transferring funds from your PFC account to cover eligible expenses on a timely basis has several advantages:

1. The airport can use those funds for other purposes.
2. Interest received, on transferred funds, does not reduce the remaining PFC collection authority.
3. Regular project disbursements communicate project activity and need for revenue being collected.
4. Large caches of un-liquidated revenue communicate potential excess funds, banking for future unapproved projects or collection at higher rates than necessary to meet project needs.

Please do your part to protect the PFC program by making regular disbursements!

Southwest Region 2003 Awards

FAA Southwest Region Airports Division announced the winners of seven regional awards at the Partnership Conference on March 11, 2004.

Each year the FAA Airport Development Offices select an Airport of the Year in each of the five states in the Southwest Region. The Airport of the Year Award recognizes the outstanding contribution airports make to enhance aviation in their state. Each selection is unique and a wide variety of factors are considered in the selection criteria. The airports selected have significantly contributed to assuring the future growth, safety, and efficiency of the National Air Transportation System. The winners for the year 2003 are:

David Hamrick, Mike Nicely and Rocco Montesano
Texas Airport Of The Year For 2003
Corpus Christi International Airport

Joel Johnson
Louisiana Airport Of The Year For 2003
Allen Parish Airport (Oakdale, LA)

Rick McInturff and Lacey Spriggs
New Mexico Airport Of The Year For 2003
Deming Municipal Airport, Deming, New Mexico

Sandra Reynolds, Laverne Grayson, Judy McCutcheon, Ed Agnew and Joe Washington
Arkansas Airport Of The Year For 2003
Boone County Regional Airport, Harrison, Arkansas

Ed Agnew, Pam Polk, and Glenn Boles
Oklahoma Airport Of The Year For 2003
Mangum, Oklahoma (Scott Field)

Southwest Region 2003 Awards
(Continued)

The Southwest Region Airport Safety Award recognizes one airport in the region for their outstanding contribution and commitment to aviation safety. The airport's performance in support of aviation safety initiatives significantly contributed to assuring the efficiency of safe travel in the Southwest Region and National Air Transportation System.

Scott Gammel accepts the Safety Award from Joe Washington

Southwest Region Airport Safety Award
Alexandria International Airport

Southwest Region Environmental Achievement Award recognizes environmental stewardship in the airports industry. The award acknowledges those in the industry who have gone "above and beyond" the requirements of today's environmental regulations and recognizes those who have truly taken to heart concepts embracing the protection, conservation, and enhancement of our environment.

Anthony Marino and Dean McMath

Southwest Region Environmental Achievement Award
Baton Rouge Metropolitan Airport

2004 AIRPORTS CONFERENCE

Dave Fulton, Bill Fuller and Mike Nicely

Sandra Gaither, Les Heinen, and Paul Blackford

Mike Nicely, Paul Smith, Bill Dunn, Tom Zoeller, and Joe Washington

2003 Grant Agreements

The following chart shows new grant agreements issued during the 2003 AIP program, by state. Southwest Region's total FY-03 program was $423.7 million including new grants and amendments to prior year grants.

New Grant Agreements and Dollars, by State and Category

State	No. of New Grants	Enplanement (dollars)	Cargo (dollars)	State Apportionment (dollars)	Non-Primary Entitlement (dollars)	Discretionary (dollars)	AIP Total of New Grants (dollars)
AR	60	9,239,395	0	3,754,062	7,728,431	12,980,318	33,702,206
LA	47	18,963,810	481,821	4,527,936	7,476,071	23,056,420	54,506,058
NM	45	12,061,114	1,217,289	6,038,247	7,112,123	3,147,429	29,576,202
OK	68	9,866,444	655,382	4,625,883	11,670,278	16,751,851	43,569,838
TX	38	80,681,197	4,819,798	22,953,446	17,145,382	122,358,682	247,958,505
Sum	258	130,811,960	7,174,290	41,899,574	51,132,285	178,294,700	409,312,809

Top 10 Airports Receiving Discretionary Funds

The following list reflects the "Top 10" airports receiving AIP discretionary funds in the Southwest Region during the FY03 program. The "Top 10" airports received $147.8 million or 82.7% of the total discretionary for the region.

Top 10 Airport Discretionary Funding

Location	State	Discretionary Funds (millions)
Houston (IAH/HOU)	TX	43.5
Dallas/Ft Worth	TX	31.0
Austin	TX	18.7
Baton Rouge	LA	13.7
Killeen	TX	10.7
Tulsa	OK	10.0
New Orleans	LA	7.8
San Antonio	TX	4.9
Oklahoma City	OK	3.8
Fort Worth	TX	3.7

Airspace Issues for Your Airport

All grants issued after 1946 and most surplus property deeds require that the aerial approaches to airports be free of hazards and that the sponsor prevent the creation of future hazards. Protection of the terminal airspace is not limited to merely acquiring and clearing the land in the Runway Protection Zone (RPZ). The sponsor is required to protect the terminal airspace for instrument and visual operations and procedures.

Height restriction zoning around the airport is likely the best way to protect the airspace. Well-drafted zoning ordinances apply the Part 77 obstruction surfaces to limit the height of objects around the airport and establish various

Objects Affecting Navigable Airspace

14 Code of Federal Regulations (CFR) Part 77 establishes standards for determining obstructions in navigable airspace, sets the requirements for notifying FAA of certain proposed constructions or alterations at airports, and provides for aeronautical studies of potential obstructions. It also provides, when deemed necessary, for public hearings on the potentially hazardous affect on air navigation of proposed airport construction or alterations from any permanent or temporary object from trees to construction equipment.

Aeronautical studies examine the effect of proposed construction or alteration on air navigation or navigable airspace. FAA's evaluation considers conserving the navigable airspace, preserving the integrity of the National Airspace System, and protecting air navigation facilities from either electromagnetic or physical encroachments which would prevent them from performing their functions. The study provides a basis for:

- Evaluating the effect of the construction or alteration on existing and proposed operational procedures
- Determining the possible hazardous effect of the proposed construction or alteration on air navigation
- Recommending identification of the construction or alteration appropriately by means of marking and lighting
- Determining other appropriate measures to be applied for continued safety of air navigation; and
- Charting and other notification to airmen of the construction or alteration.

The obstruction evaluation process protects current and future airspace needs. Objects that exceed the Part 77 standards are considered to have an adverse aeronautical effect. A construction proposal that has such an effect does not in itself warrant a hazard determination; however, it requires a formal aeronautical study, which requires public notice.

14 CFR Part 77 obstruction standards are not absolute standards that can never be penetrated. However, objects that exceed the standards are presumed to be hazards to air navigation unless a formal FAA aeronautical study determines otherwise.

Definition Of Terms

An **obstruction to air navigation** is an object of greater height than any of the heights or surfaces presented in Part 77. Obstructions to air navigation are presumed to be hazards to air navigation until a FAA study has determined otherwise. This term covers obstructions that may interfere with necessary and normal flight of aircraft and may be either on or off the airport.

A **hazard to air navigation** is an object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity. This term covers obstructions to air navigation that are determined by the FAA to be hazardous.

Object includes but is not limited to, above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

Utility runway means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

Visual runway means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation.

Obstruction Standards

The standards apply to the use of navigable airspace by aircraft and to existing air navigation facilities, such as an air navigation aid, airport, Federal airway, instrument approach or departure procedure, or approved off-airway route. Additionally, they apply to a planned facility or use, or a change in an existing facility or use.

The standards apply to the effect of construction or alteration proposals upon an airport if that airport is:

- available for public use
- a planned or proposed public use airport or an airport under construction; or
- an airport that is operated by an armed force of the United States.

Continued on Page 12

"Objects that exceed the Part 77 standards are considered to have an adverse aeronautical effect."

An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:

- A height of 500 feet above ground level at the site of the object.
- The higher of 200 feet above ground level at the site or above the established airport elevation within 3 nautical miles of the established reference point of an airport, with its longest runway more than 3,200 feet in length, and that height increases at a rate of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.
- A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

For mobile objects passing on traverse ways the assumed object height is:

- Seventeen feet for an Interstate Highway
- Fifteen feet for any other public roadway
- Ten feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road
- Twenty-three feet for a railroad, and,
- For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

Imaginary Surfaces

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is a function of the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end.

Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

The width of the primary surface varies depending on the degree of precision of the approach for that runway from 250 feet for utility runways having only visual approaches to 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile and for precision instrument runways. The width of the primary surface of a runway will be that width for the most precise approach existing or planned for either end of that runway.

Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for

In general there are three different approach surfaces for civil aviation. These surfaces are defined in the table below:

Type of Approach/Runway	Slope	Extends
Utility and visual runway (12,500 lbs. propeller-driven aircraft)	20:1	5000 feet from the runway
Non-precision instrument runway other than utility	34:1	10,000 feet from the runway
Precision instrument runway	50:1	10,000 feet from the runway; then 40,000 feet at 40:1

FAA Flight Procedures designs approach slopes based on the performance characteristics of the aircraft that use the approach. For example, jets (precision approaches) require a flatter approach slope because of their higher approach speeds.

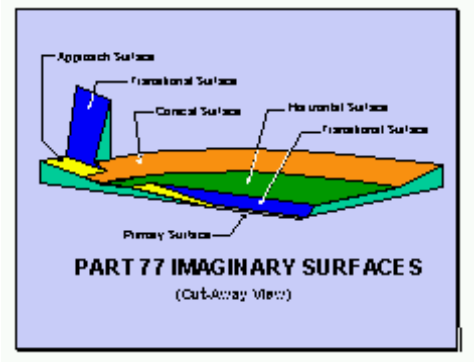
It is worthy of note that current nomenclature has been turning away from the terms visual, non-precision, and precision toward describing the approaches by their minima.

Approach surfaces must be protected and must remain free of obstructions.

Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface that project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. **Continued Page 13**

Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of 5,000 feet for all runways designated as utility or visual and 10,000 feet for all other runways from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.



14 CFR Part 77 and 14 CFR Part 157 Requirements

14 CFR Part 77 and 14 CFR Part 157, Notice of Construction, Alteration, Activation and Deactivation of Airports, require that the FAA be notified regarding construction or alteration of objects:

Who is Required to File Notice

Each person proposing any kind of construction or alteration is required to give adequate notice to the Administrator. Each sponsor who proposes any of the following construction or alteration is required to notify the Administrator:

- Any construction or alteration of more than 200 feet in height above the ground level at its site.
- Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:
  - (i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport with at least one runway more than 3,200 feet in actual length.
  - (ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport with its longest runway no more than 3,200 feet in actual length.
- Any highway, railroad, or other traverse way for mobile objects, of a height, which, if adjusted upward as noted above would exceed a standard.

In addition, notice is required for any construction or alteration on any of the following airports:

- An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual;
- An airport under construction;
- An airport that is operated by an armed force of the United States.

Notice to the FAA is not required for any of the following construction or alteration:

- Any object that would be shielded by existing permanent structures or by natural terrain of equal or greater height, and would be located in the congested area of a city where it is evident that the shielded structure will not adversely affect safety in air navigation;
- Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure;
- Any air navigation facility, airport visual approach or landing aid, aircraft-arresting device, or meteorological device, the location and height of which is fixed by its functional purpose.

Notification Forms And Time Of Notice.

The notice must be submitted at least 30 days before the earlier of the following dates:

- The date the proposed construction or alteration is to begin or
- The date an application for a construction permit is to be filed.

The FAA acknowledges in writing the receipt of each notice submitted. If the construction or alteration proposed in a notice is one for which lighting or marking standards are prescribed in the FAA Advisory Circular AC 70/7460-1, "Obstruction Marking and Lighting," the acknowledgment contains a statement to that effect and information on how the structure should be marked and lighted in accordance with the circular.