

FAA Great Lakes Region

A Practical Guide to Airspace Cases

Presented to: 2010 BIS-ADO Fall Conference

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Federal Aviation
Administration



NEW 49 CFR “PART 77” RULE

- FAA issued the final rule July 21, 2010
- 75 Federal Register 42296
- "Safe, Efficient Use and Preservation of the Navigable Airspace".
- Effective on January 18, 2011.
- The majority of the amendments implemented by the new rule simplify existing regulations.
- One consequence of this action is that several section references will change. For example, "Construction or alteration requiring notice" will now be addressed under section § 77.9 as opposed to the current section § 77.13.



NEW PART 77 RULE

- The one amendment that may have an impact to proponents is the time of notice.
- The new rule requires a proponent to submit the required notification at least 45 days prior to the start of the proposed construction or alteration.



Introduction

- **W**hat is an airspace case?
- **W**hy do we need to do them?
- **W**ho reviews them?
- **W**hat do the results mean for my airport?
- **H**ow do I submit them?
- **W**hat data should I submit?



What is an airspace case?

- An airspace case is a Federal Aviation Administration (FAA) review of a proposed construction and/or alteration project, special event, or Airport Layout Plan (ALP).
- Off airport projects are called “Obstruction Evaluation” (OE) cases and “Wind Tower Evaluations” (WTE) cases.
- On airport projects are called “Non-Rulemaking Airport” (NRA) cases.



What is an airspace case?

- **OE and WTE cases are reviewed and processed through the FAA Air Traffic Division.**
- **NRA cases are reviewed and processed through the FAA Airports Division (Airports District Office)**



What is an airspace case?

- **Typical OE cases include:**
 - Water towers
 - Buildings
 - Cell/TV/Radio/WiFi Antennae

- **WTE cases are a special type of obstruction evaluation case .**



Why do we need to do them?

- CFR Title 14 Part 77.9 states:

If you propose any of the following types of construction or alteration, you must file notice with the FAA of:

Any construction or alteration that is more than 200 ft. AGL at its site,



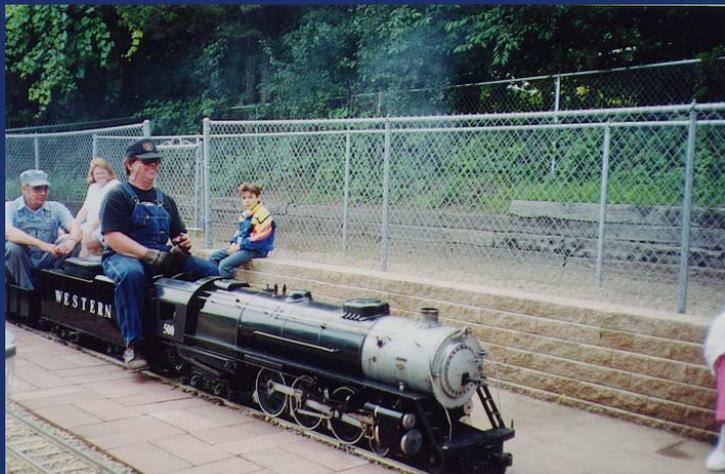
Why do we need to do them?

- within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
- within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
- within 5,000 ft of a public use heliport which exceeds a 25:1 surface



Why do we need to do them?

... any highway, railroad or other traverse (highway, public road, private road, railroad, watercourse) way whose prescribed adjusted height would exceed the above noted standards...



What is an airspace case?

- **Typical NRA cases include:**
 - Airport projects (runways, taxiways, aprons, roads, buildings, lights, etc.)
 - New airports, heliports, balloon ports, sea plane ports
 - Special events (air shows, skydiving operations, banner tow operations, donut eating contests, etc.)
 - Construction Safety Phasing Plan (CSPP)
 - Airport Layout Plan (ALP)
 - ALP updates



Why do we need to do them?

- **Code of Federal Regulations (CFR)
Title 14, Part 77**
- **CFR Title 14, Part 157**
- **Airport Improvement Program (AIP) Grants -
Terms and Conditions/Assurances**
- **Other good reasons**



Why do we need to do them?

CFR Title 14 Part 77 requires notice for any construction or alteration located on a public use airport or heliport regardless of height or location.



Why do we need to do them?

- **CFR Title 14 Part 157 non-obligated public use airports.**
- **Anyone who proposes to establish a new airport.**
- **Construct/modify aprons, runways, & taxiways.**
- **Construct buildings, bury pipe/electrical, etc.**



Why do we need to do them?

- **AIP Grant Terms & Conditions/Assurances**
 - Sponsors certify that a construction safety/phasing plan will be completed for all on-airport construction projects {Section I, B (8)}.
 - Grant Assurance #29 requires Sponsor's to maintain an up to date Airport Layout Plan (ALP).



June 2005

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

**Terms And Conditions Of Accepting
Airport Improvement Program Grants**

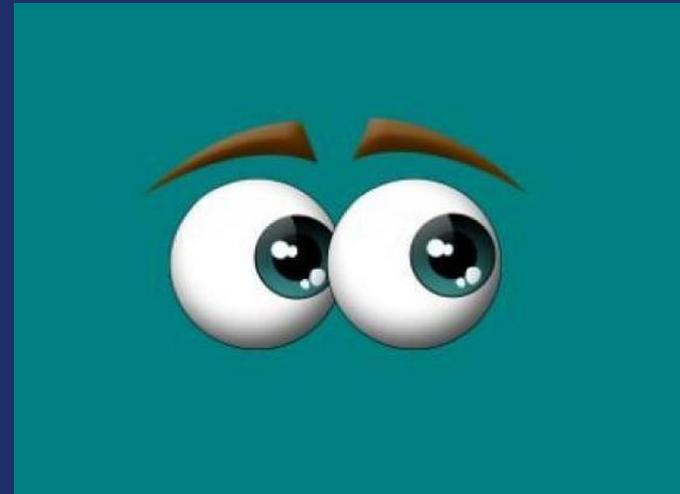
Sponsor: _____

Airport: _____

This document contains the terms and conditions of accepting Airport Improvement Program (AIP) grants from the Federal Aviation Administration (FAA) for the purpose of carrying out the provisions of Title 49, United States Code. These terms and conditions become applicable when the sponsor accepts a Grant Offer from the FAA that references this document. The terms and conditions may be unilaterally amended by the FAA, by notification in writing, and such an amendment will only apply to grants accepted after notification.

Why do we need to do them?

- It's in the airport's best interest
 - Liability
 - Another set of eyes



What is an airspace case?

2010-AGL-1234-NRA

2010 = Calendar Year

AGL = Great Lakes Region

1234 = Study Number

NRA = Nonrulemaking Airport



Who reviews them?

-Tech Ops (Technical Operations
Airway Facilities)

-FPO (Flight Procedures)

-FS (Flight Standards)

-FM (Frequency Management)

-Part 139 (Certification)

-ADO (Airports District Office)

-Airports Division (Certification
Inspector)

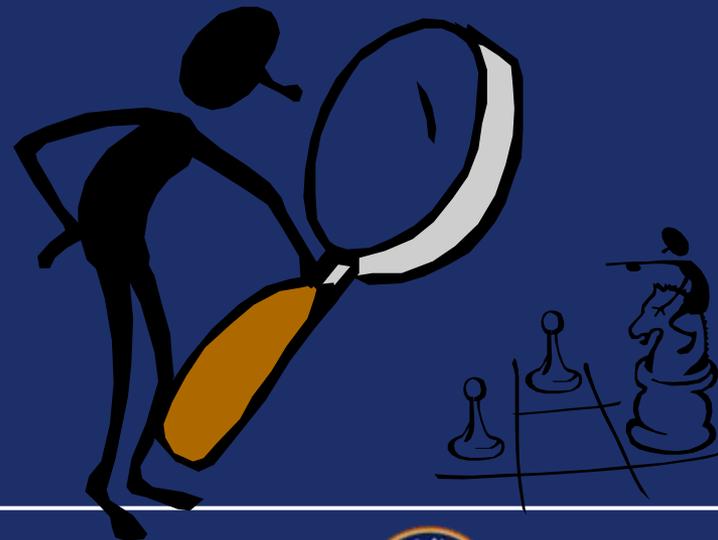
-AT-OSG (Operations Service
Group)

-ATCT (Air Traffic Control Tower)

-USAF (United States Air Force)

-USN (United States Navy)

-USA (United States Army)



What do the results mean for my airport?



U.S. Department
of Transportation

**Federal Aviation
Administration**

Order JO 7400.2G

Procedures for Handling Airspace Matters

April 10, 2008



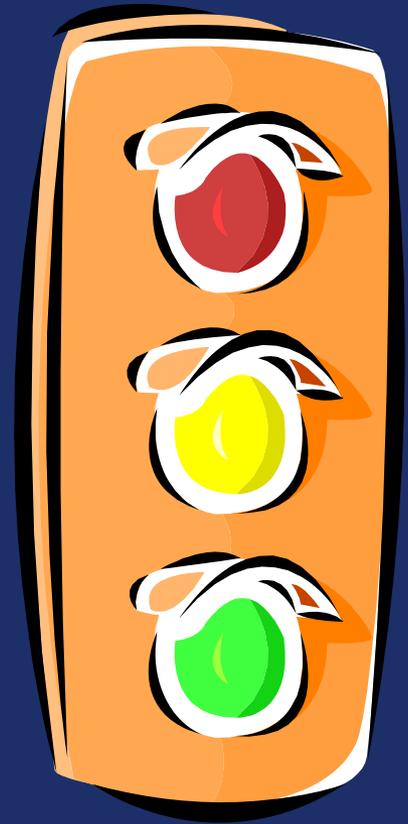
What do the results mean for my airport?

- Each NRA review will result in the ADO issuing a letter of determination to the Sponsor/proponent.
- There are three types of determination letters for on-airport NRA cases:
 - Objection
 - No objection with provisions
 - No Objection



What do the results mean for my airport?

- **Objection – do not proceed.**
- **No objection - proposal is acceptable and the project may proceed.**
- **No objection with provisions – proposal is acceptable provided certain conditions are met.**



How do I submit them?

FY 2010 and before:

Paper
7460-1
Form
mailed to
the BIS-
ADO



How do I submit them?

FY 2011 and Future



oeaaa.faa.gov

How do I submit them?

- Air Traffic very rarely accepts paper submissions for off-airport projects.
- FAA's goal is for submissions to be electronic.
 - BIS-ADO accepted paper or electronic in FY 2009 and 2010.
 - **BIS-ADO requests all electronic submissions FY 2011....**
 - Work with your program managers & on unique projects to determine the best method & data for airspace case submission.
 - Any exceptions? – Yes some items may not translate well to electronic submission (Form 7480-1, ALP's, special events) – **ask your program manager before submission of hard copy.**



OEAAA.FAA.GOV Tips:

- Adobe Acrobat Reader is needed to view any letters/determinations issued by the FAA
- JAVA 5 Standard Edition or higher
- 1 GB RAM or more
- Ensure popups are allowed from these sites:
 - oeaaa.faa.gov
 - access.gpo.gov
 - www.faa.gov

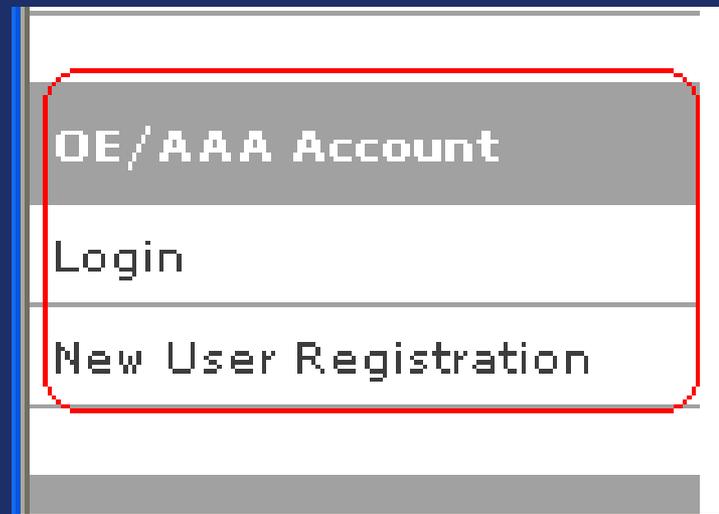
Step 1 – Register as a user

CLICK HERE

for Instructions on how to E-file
your proposal with the FAA



Step 2. Login



New User Registration

- Populate the form
- Accept the Restriction of Liability Statement in order to register.
- A **valid** Username is at least 4 characters long and may contain letters, numbers, or the following special characters # \$ @ ! %
- No spaces are allowed in a Username.

New User Registration

- A **valid** Password is at least 8 characters long and contains one letter, one number, and one special character

EXAMPLES: Fly2*High gliDer\$77 @ntenna#5

- Required fields indicated with *

After Logged in access . . .

- OE/AAA System User Guide
- FAA Acronyms



After Logged in - OE/AAA Account

- Portal Page
- My Cases (Off Airport)
- My Cases (On Airport)
- My Sponsors
- Add New Case (Off Airport)
- Add New Case (On Airport)
- Update User Account
- *Add Supplemental Notice (7460-2 Form)*
- *What's New*
- Change Password
- Logout



How do I submit them?

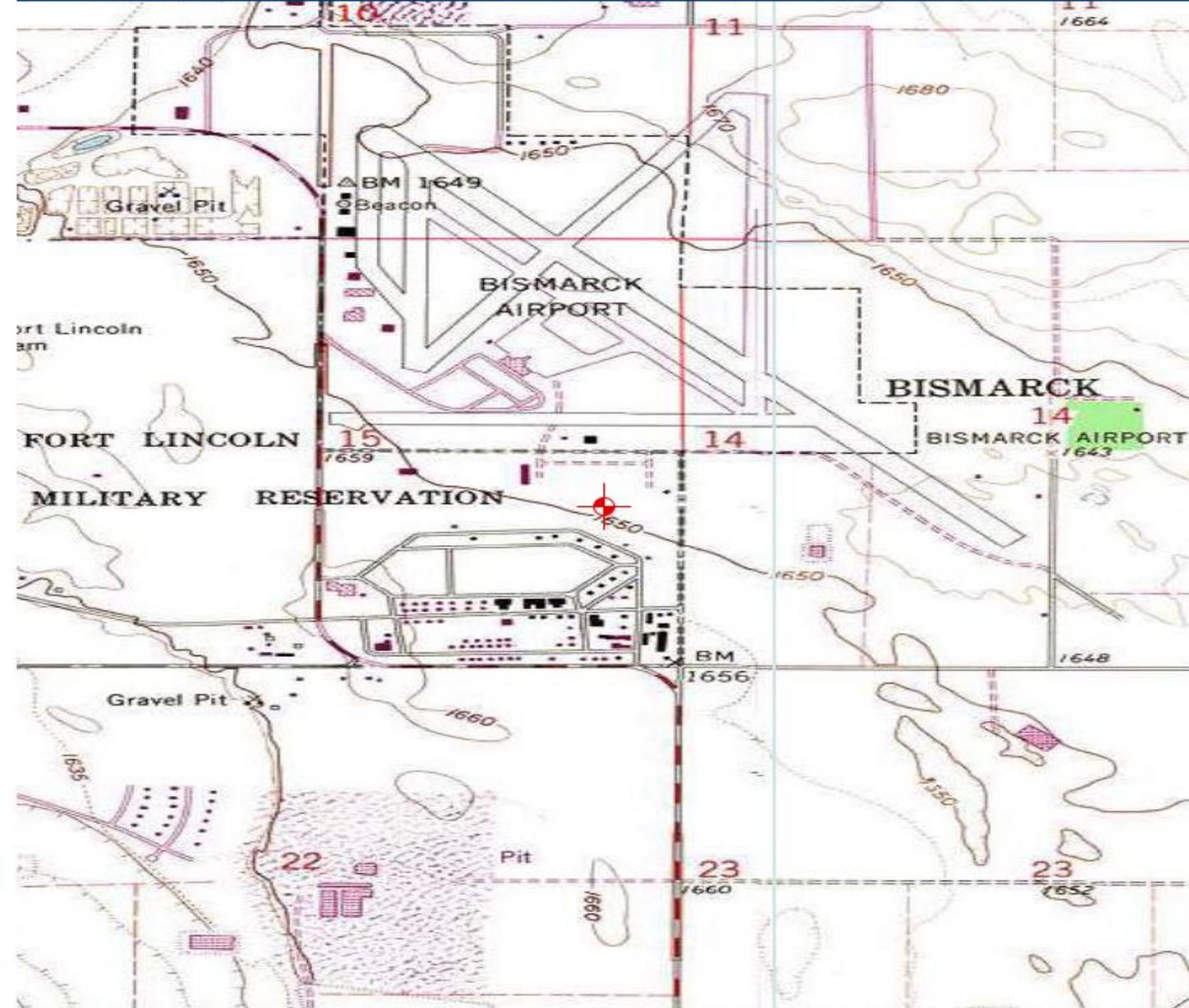
- **Select the location of your case (on/off airport)**
- **Proceed with adding your new case (first point of a project – point closest to the runway).**
- **All areas with asterisks must be completed.**
- **DOUBLE Check that you have input correct**
 - Latitude and Longitude
 - Site Elevation (SE)
 - Structure elevation (AGL)
- **Description of Location**
- **Description of Proposal**
- **Click 'Save'**



How do I submit them?

- Click on 'Verify Map' in Summary Page
- Click on 'Verify Map' in Map Page
- Click on "Upload a PDF"
 - Choose Type of Document
 - Sketch
 - 7460-1
 - 7460-2
 - etc.....
 - Please note that you must upload a "Sketch"
- Click on 'Submit'

Measure Total distance: 0 Segment distance: 0



By verifying the coordinates represented on the map, you agree that the location of the case you have entered is correct to the best of your knowledge.

[Verify Map](#) [Cancel](#)

How do I submit them?

If you need to add more study data points:

1) After “SUBMIT”

2) Open the project and select “Add New Location(s)”

- Add a ROW for each additional point
- Complete LAT, LON, SE, AGL, and STRUCTURE NAME
- Prior ASN if applicable (2009-AGL-XXXX-NRA)
- Don’t need to add “sketch again”

3) Clone Project for each data point

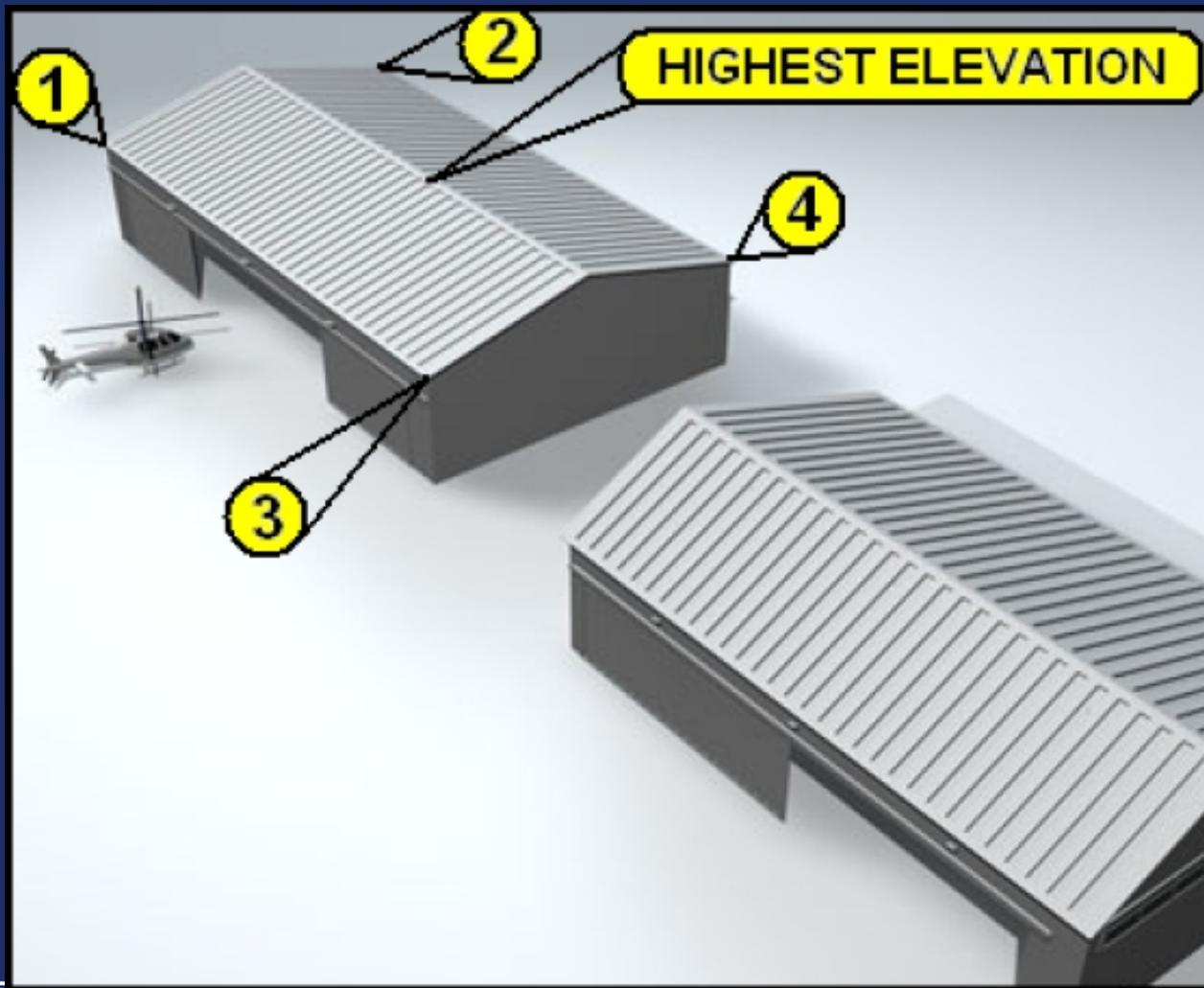
- Requires upload of a “sketch” for each data point

What should they contain?

Structures/Buildings

- Provide a complete description of the structure and/or proposal
- Input data point (7460-1) for each corner of the structure to define the footprint AND critical points (highest peaks)
 - Latitude (degrees, minutes, seconds)
 - Longitude (degrees, minutes, seconds)
 - Site Elevation (rounded up to nearest foot)
 - Above Ground Elevation - maximum height of the structure (rounded up to nearest foot)
 - Construction materials (wood, steel, etc.)
- Provide Time Frame if Structure is Temporary

What should they contain?

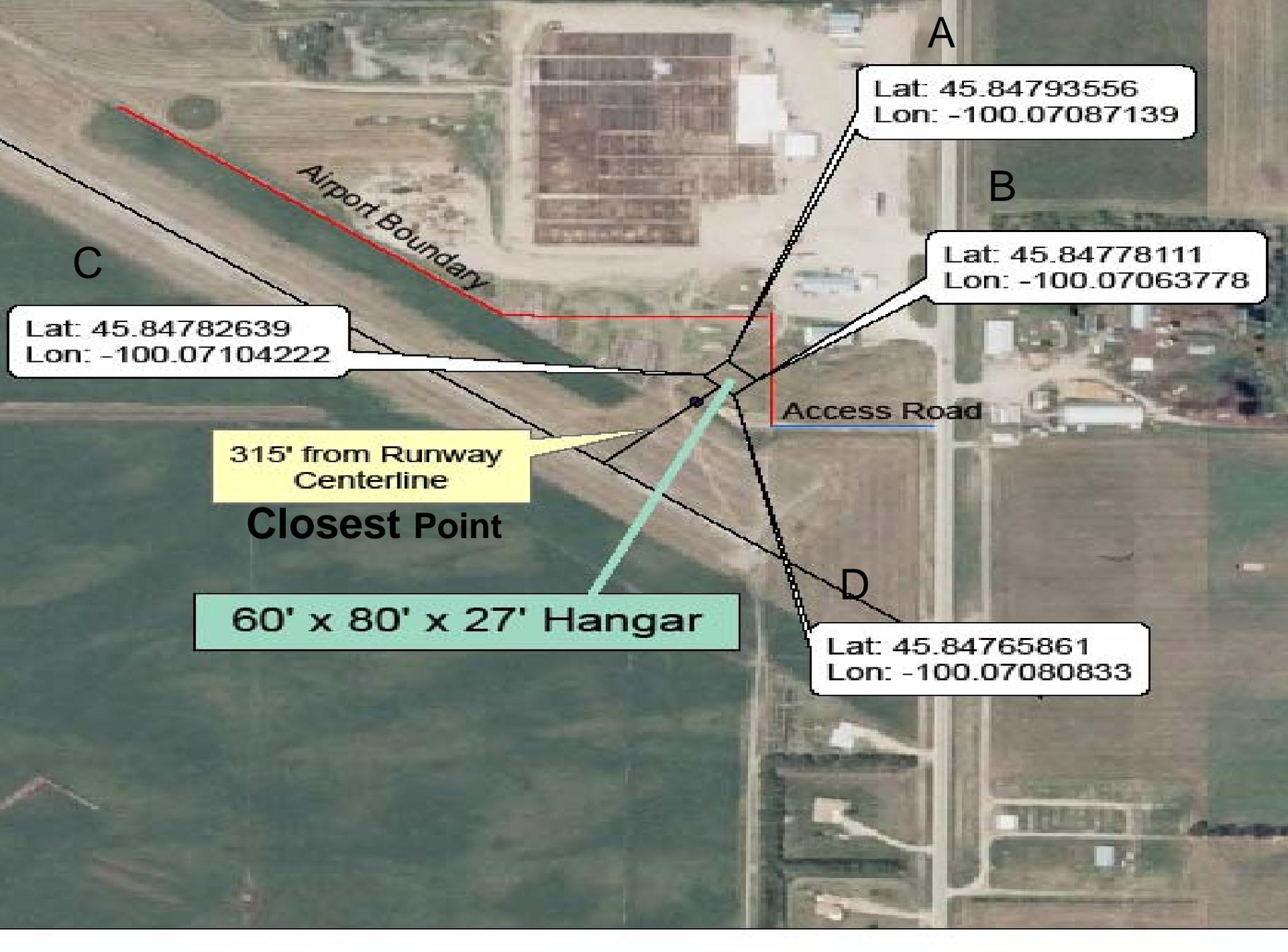


What should they contain?

Structures/Buildings

- Sketch Uploaded Should:
- Clearly indicate the location in relation to airport
 - Identify data points for the structure and/or proposed “footprint”
 - 1, 2, 3, or 4
 - NW Corner, NE Corner, SW Corner, and SE Corner
 - Identify PD = Perpendicular Distance to the nearest runway centerline
 - Identify CD = Distance along centerline to nearest runway end
 - Identify CP = Closest point of structure to nearest runway centerline

Input Closest Point as first study initiated in a project.



A

Lat: 45.84793556
Lon: -100.07087139

B

Lat: 45.84778111
Lon: -100.07063778

C

Lat: 45.84782639
Lon: -100.07104222

315' from Runway
Centerline

Closest Point

60' x 80' x 27' Hangar

Access Road

D

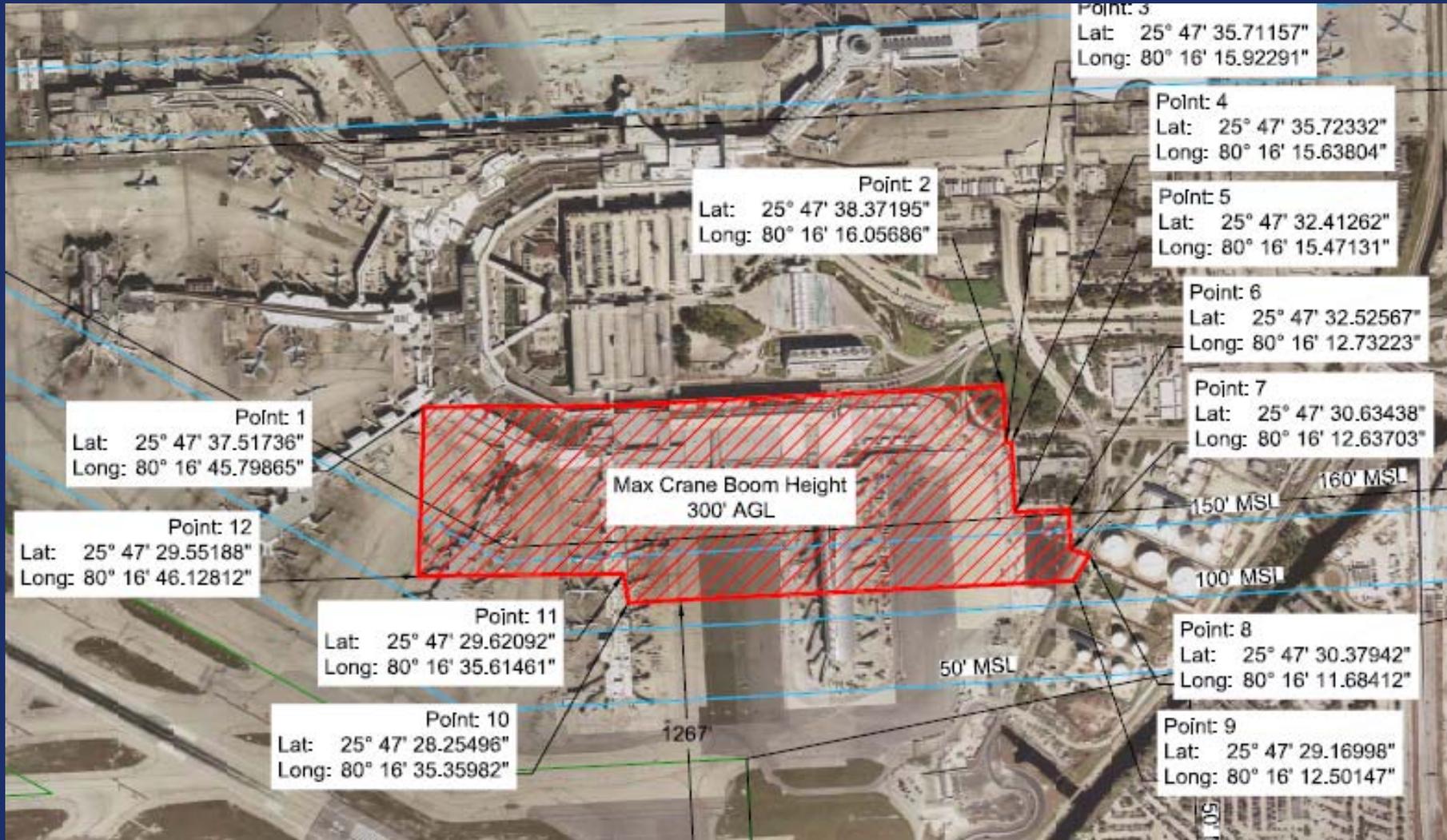
Lat: 45.84765861
Lon: -100.07080833

What should they contain?

Cranes

- Define footprint of the crane.
 - Crane movement area not the building location.
- Input a data point (7460-1) for each corner of the crane foot print.
- Provide information necessary for the work:
 - Maximum Height of the Crane
 - Timeframes
 - Can the type of crane be lowered to the ground at night?
 - Can the type of crane be lowered to the ground at a moments notice?
 - Is the crane going to be used on an intermittent basis?
- Include “Sketch” pdf upload
 - Are data points for the crane footprint identified on the sketch?
 - Is the perpendicular distance to the runway identified on the sketch?
 - Is the extended centerline distance identified on the sketch?

Good Example of Crane Project Points



What should they contain?

Construction Safety/Phasing Plans (CSPP)

- **Data Point = Airport Reference Point** for large projects
- **Is the project Phased?**
 - Input CSPP for Project (each phase a new location point)
 - Input CSPP for each Phase (as separate studies)
 - Input one CSPP (and clearly note phases)
- **Is the batch plant or staging area critical? Use separate Study?**
- **Have you considered NAVAIDs and Runway Critical Points?**
(localizer critical area, glide slope critical area, other)
- **Will there be excavation off the runway end?**

What should they contain?

Construction Safety/Phasing Plans (CSPP)

- Provide information for construction of the project:
 - Timeframes, Temporary, use the Maximum Construction Equipment Height for AGL
- Include “Sketch” or multiple sketches
 - Is the footprint of the construction identified?
 - Is the perpendicular distance to the runway identified on the sketch?
 - Is the centerline distance to the runway identified on the sketch?
 - Is data for “staging area” provided?
- Provide separate study for specific infrastructure
 - Structures/Buildings
 - Apron/Taxiway/Other Expansions (ALP Update)
 - Cranes

What should they contain?

Construction Safety/Phasing Plans (CSPP)

- Upload all information needed for FAA lines of business to study the construction plan.
- Simple projects – one drawing may be ok...
- Complex projects
 - upload all applicable drawings and appropriate narrative

What should they contain?

Other types of projects

- Define footprint of the project (air show, wildlife fence, apron, hangar area, etc)
- Input either one data point for projects such as an air show and several project points (7460-1) for critical project foot print (wildlife fence, aprons, etc)
- Provide information for the project
 - Timeframes, Equipment Height, Other
- Provide information/details of the infrastructure of the project
- Include “Sketch” pdf upload
- Contact BIS-ADO to see if additional data or information is required
- Airshows see “National Airshow Program” Requirements on FAA Web and www.faa.gov/airporst/airport_safety/

OE/AAA Account

“Filter by Case Status”

Middle of the Portal Page

- **DRAFT** – Cases that have been saved by user but have not been submitted to the FAA
- **WAITING** – * Action Required
Cases that have not been submitted to the FAA and are waiting for an action from the user
 - Verify the map
 - Attach a sketch
- **ACCEPTED** – Cases that have been submitted to the FAA.

OE/AAA Account

“Filter by Case Status”

Middle of the Portal Page

- **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. “Verified” by ADO and routed to other lines of business for comments
- **DETERMINED** – Cases that have completed an aeronautical study and an FAA Determination is issued.
- **TERMINATED** – Cases that are no longer valid.

So you've received an "ADD LETTER"

- You MUST choose to Upload a PDF
(10 MB file size limit)
- Then pick ADD LETTER and NOT "Sketch"
- If you don't see timely progress on your NRA case - please make a friendly call to your ADO
ADO MUST re-verify and re-submit the case.



Determination Letter

- **FAA Determination Letter will be generated and obtained on-line.**
- **Sponsors, Consultants, Proponents, Public are able to obtain NRA determinations on-line.**
- **Exceptions? Some ALP determinations are not on-line.**



NRA Time Frames



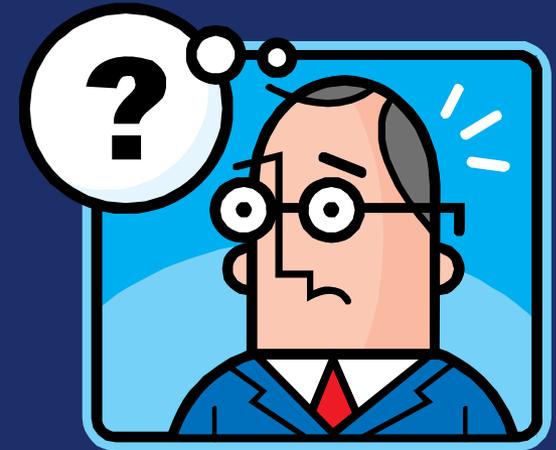
- **NRA Determinations**
 - If submittal data is correct, ADO reviews & approves.
 - Allow 1 to 2 weeks for ADO review.
 - Study is routed to all lines of business
 - Allow 45 days for response from lines of business
 - Allow 1 – 2 weeks for ADO determination
- **Minimum 60 days for determinations on Airport.**
- **CSPP and ALP may require additional time to review**

OE & WTE Time Frames

- **NEW - Part 77 final Rule published July 21, 2010 is effective on January 18, 2011.**
- **The document may be viewed at www.regulations.gov.**
- **NEW - Requires 45 days NOTICE prior to construction.**
- **WTE's - may require additional time to review**



OE/AAA HELP DESK



- **Contact the Help Desk:**
 - Available 7 a.m. to 6 p.m. Central Standard Time
 - Phone 202-580-7500
 - E-mail question/problem to the Help Desk at oeaaa_helpdesk@cghtech.com
- **Contact the BIS-ADO 701-323-7380**

Questions?

