



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

**ORDER
5000.3D**

Effective Date:
September 29, 2007

SUBJ: COORDINATION WITH THE FEDERAL HIGHWAY ADMINISTRATION

1. PURPOSE OF THIS ORDER. This order establishes policies and procedures for coordination of airport and highway development between the Federal Aviation Administration (FAA) and the Federal Highway Administration (FHWA) to ensure that (a) airport/highway clearances are adequate for the safe movement of air and highway traffic and (b) the expenditure of public funds for airport and highway improvement is in the public interest.

2. AUDIENCE. This order applies to all FAA Airports Regional Division Offices and Airports District/Field Offices.

3. WHERE CAN I FIND THIS ORDER. This order is available in the Orders and Notices section of the MyFAA Employees website at <https://employees.faa.gov>.

4. CANCELLATION. This order cancels Order 5000.3C, *Coordination with the Federal Highway Administration*, dated March 14, 1997.

5. ACTION.

a. Airport Improvements. Any proposed new airport or change to an existing airport involving property lines (for airports covered under paragraph 4a(1)), runway extensions, or new runways will be coordinated with the concerned FHWA Division Administrator (see Appendix 2), the State Highway Agency, and the Aeronautical Commission. The Regional Airports Division Office will furnish the following:

(1) For Airports Where There are Proposed or Existing Agreements with the Federal Government. The FAA will provide the name of the airport involved, the name of the controlling airport authority, the approximate location of the airport, a brief description of the work proposed, and whether standard vertical clearances can be achieved. (See Order 5190.2, *List of Public Airports Affected by Agreements with the Federal Government*, current edition.)

(2) For Other Airports. The FAA will provide either a copy of FAA Form 7480-1, Notice of Landing Area Proposal, with an attached U.S. Geological Survey map, or a document with similar information, such as an airport layout plan.

b. Highway Improvements. The Regional Airports Division Office will review information about proposed highway improvements or relocation to determine if the clearances provided meet FAA standards.

(1) When standard clearances will be achieved, the Regional Airports Division Office will so advise the FHWA Division Administrator.

(2) When less than standard clearances will occur, the FHWA proposal will be coordinated with the Regional Air Traffic, Flight Standards, and Airways Facilities Divisions. The Regional Airports Division Office will furnish the FAA position resulting from this coordinated review, together with a full explanation of the rationale behind the position, to the FHWA Division Administrator.

c. Cooperation. All data in the Regional Airports Division Office pertinent to proposed projects are available upon request for examination by highway and aeronautical commission officials. Highway and aeronautical commission officials will be encouraged to inspect airport sites.

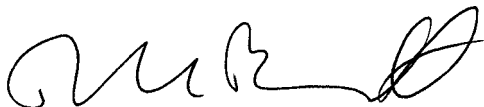
6. FHWA PROCEDURE. Title 23, Code of Federal Regulations, Part 620A (23 CFR 620A), Federal Aid Policy Guide Part 620A, and its non-regulatory supplement (NS 23 CFR 620A), dated December 9, 1991, contain FHWA procedures for coordinating proposed airport/highway development (see Appendix 1).

a. Coordination with the FAA. The FHWA Division Administrator will furnish the Regional Airports Division Office with information on plans for highway improvements that are located within 2 statute miles of an existing airport. The information on such improvements will include the controlling elevations and locations of earthwork, pavement, and structures.

b. Review of FAA Form 7480-1 and/or FAA Supplied Information. The FHWA Division Administrator will review the information furnished by the Regional Airports Division Office to determine the effect of the proposal on Federal-aid highway improvements and inform the Regional Airports Division Office and the airport sponsor of FHWA concurrence or of any interference that may be indicated.

7. DISTRIBUTION. This order is distributed to the branch level of Airports offices in Headquarters and the Regions and to all Airports District/Field Offices.

8. BACKGROUND. The FAA is responsible for establishing specific standards designed for aeronautical safety. Such standards, insofar as they affect highway clearances, are coordinated with the FHWA by the Headquarters offices of the FAA. The basic requirement is that no portion of the highway or its associated appurtenances within the approach area will have less than the minimum vertical clearance below the approach surfaces as described in current FAA standards.



David L. Bennett
Director of Airport Safety and Standards

APPENDIX 1

The FHWA makes the most recent version of this document available online at <http://www.fhwa.dot.gov/legregs/directives/fapgtoc.htm>.

Electronic Code of Federal Regulations (e-CFR)**Title 23: Highways****PART 620—ENGINEERING****Subpart A—Highway Improvements in the Vicinity of Airports**

§ 620.101 Purpose.

§ 620.102 Applicability.

§ 620.103 Policy.

§ 620.104 Standards.

Authority: 23 U.S.C. 315 and 318; 49 CFR 1.48, 23 CFR 1.32.

Source: 39 FR 35145, Sept. 30, 1974, unless otherwise noted.

§ 620.101 Purpose.

The purpose of this section is to implement title 23 U.S.C., section 318 which requires coordination of airport and highway developments to insure (a) that airway-highway clearances are adequate for the safe movement of air and highway traffic, and (b) that the expenditure of public funds for airport and highway improvements is in the public interest.

§ 620.102 Applicability.

The requirements of this section apply to all projects on which Federal-aid highway funds are to be expended and to both civil and military airports.

§ 620.103 Policy.

(a) Federal-aid highway funds shall not participate in the costs of reconstruction or relocation of any highway to which this section applies unless the Federal Highway Administration (FHWA) and State officials, in cooperation with the Federal Aviation Administration (FAA) or appropriate military authority, or in the case of privately owned airports, the owner of that airport, determine that the location or extension of the airport in question and the consequent relocation or reconstruction of the highway is in the public interest.

(b) In addition to complying with 23 U.S.C. 318 and insuring the prudent use of public funds, it is the policy of FHWA to provide a high degree of safety in the location, design, construction and operation of highways and airports.

(c) Federal-aid funds shall not participate in projects where substandard clearances are created or will continue to exist.

§ 620.104 Standards.

A finding of public interest by FHWA will be based on compliance with airway-highway clearances which conform to FAA standards for aeronautical safety.

The FHWA makes the most recent version of this document available online at <http://www.fhwa.dot.gov/legregs/directives/cfr23toc.htm>.

FEDERAL-AID POLICY GUIDE

December 9, 1991, Transmittal 1

NS 23 CFR 620A

NON-REGULATORY SUPPLEMENT

OPI: HNG-13

1. POLICY (23 CFR 620.103)

a. Further, the FHWA encourages all highway and airport agencies to cooperate to achieve safety and economy in highway and airport development and operation.

b. Any case, in which airway-highway clearance conflicts cannot be resolved by cooperative agreement at the field level, shall be referred through the Regional Federal Highway Administrator, with recommendations, to the Federal Highway Administrator.

2. STANDARDS (23 CFR 620.104). Part 77 of the Federal Aviation Regulations, or amendments thereto, are the basic criteria to be applied at public-use and military airports. These standards prescribe required vertical clearances over highways and are coordinated between FAA and FHWA at their respective Headquarters.

3. COORDINATION WITH FAA (No CFR paragraph reference).

a. Any proposed Federal-aid highway project to which this directive applies where there may be a potential for substandard airway-highway clearances shall be coordinated with the concerned FAA Airports District Office.

b. Although programming, A-95, and National Environmental Policy Act (NEPA) requirements will usually identify potential conflicts, such requirements do not guarantee the avoidance or resolution of conflicts.

(1) Any Federal-aid highway project within 2 miles of an airport should be carefully examined to determine if there is a possibility for conflict and if coordination is required.

(2) Any highway project on which mobile objects are shielded by existing structures of permanent and substantial character or by natural terrain or topographic features of equal or greater height or which are located more than 2 miles from an airport will, normally, not require coordination.

(3) No coordination is required on those projects which may be considered stage construction of projects previously coordinated and which do not result in increased elevation of critical project elements previously coordinated.

c. All information submitted by the FAA Airports District Office regarding new public-use airports or changes to existing public-use airports shall be reviewed by the FHWA to determine if the clearances provided are sufficient. The FHWA shall advise the FAA Airports District Office of its finding and give concurrence that airport construction or extension and any consequent expenditure of Federal funds for the necessary highway reconstruction or relocation are in the public interest.

d. FAA procedures for coordinating proposed improvements are contained in FAA Order 5000.3.

e. Federal-aid programming procedures provide for consideration of airway-highway information when an airport is involved. Accordingly, program documentation will furnish a suitable check point to determine if coordination is necessary and if it has been accomplished where required.

4. COORDINATION WITH MILITARY AGENCIES AND PRIVATE AIRPORTS (No CFR paragraph reference). Coordination with military agencies and private airports should make use of guidelines similar to those used for public-use airports. In these cases, the commander in charge of the military airport or the private airport owner will be the coordinating airport official.

APPENDIX 2

The FHWA makes the most recent version of this list available online at <https://fhwaapps.fhwa.dot.gov/foisp/keyfield.jsp>.

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FEDERAL LANDS HIGHWAY DIVISION OFFICES

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