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Part 77 Airspace Obstruction Analysis Airports-Central Region

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Contact FAA

Central Region -Iowa, Kansas, Missouri and Nebraska

- For both On-airport and Off-airport Proposals, submit online at <http://oeaaa.faa.gov>.
- [Send E-Mail to Central Region Airspace Specialist](#)

For locations outside of FAA Central Region

- Alaskan Region
 - Alaska: (907) 271-5438
- Eastern Region:
 - Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, West Virginia: (718) 553-3341
- Great Lakes Region
 - Illinois, Indiana: (847) 294-7336
 - Michigan, Ohio: (734) 229-2900
 - Minnesota, Wisconsin: (612) 713-4350
 - South Dakota, North Dakota: (701) 323-7380
- New England Region
 - Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont: (781) 238-7626
- Northwest Mountain Region
 - Colorado, Utah, Wyoming: (303) 342-1261
 - Idaho, Oregon, Washington: (425) 227-2650
 - Montana: (406) 449-5271
- Southern Region
 - Alabama, Mississippi: (601) 664-9900
 - Florida, Puerto Rico, and the U.S. Virgin Islands: (407) 812-6331
 - Georgian North Carolina, South Carolina: (404) 305-7150

- Kentucky, Tennessee: (901) 322-8180
 - Southwest Region
 - Arkansas, Oklahoma: 817-222-5630
 - Louisiana, New Mexico: 817-222-5649
 - Texas: 817-222-5606
 - Western Pacific Region
 - Arizona, Southern California (310) 725-3644
 - Nevada, Northern California: (650) 876-2778
 - Hawaii: (808) 541-1232
-

Purpose of Filing a Notice

Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for:

- Evaluating the effect of the construction or alteration on operating procedures
- Determining the potential hazardous effect of the proposed construction on air navigation
- Identifying mitigating measures to enhance safe air navigation
- Charting of new objects.

Notification allows the FAA to identify potential aeronautical hazards in advance thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

Who Must File?

§ 77.13 - Any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- Any construction or alteration exceeding 200 ft above ground level
- Any construction or alteration
 - 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
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards
- When requested by the FAA
- Any construction or alteration located on a public use airport or heliport regardless of height or location

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).

On-Airport Construction Versus Off-Airport Construction

Proposals that are subject to the above must file whether the proposed modification is located on or off of airport property. Evaluations for on-airport proposals are administered by the FAA Airports Division with coordinated assistance from Flight Procedures, Airway Facilities and Air Traffic Divisions. Both On-Airport proposals and Off-Airport proposals may be submitted online at <http://oeaaa.faa.gov>.

Airport Owners and Operators

Airports that have received federal funds are obligated by grant assurance to identify and mitigate hazards to navigable airspace at their airport.

Construction or alteration of objects on or around airports can have an adverse impact to operations at your airport:

- Construction of objects may result in an increase to approach minimums to your runways.
-

The location of constructed objects may impact runway protection zones, safety areas, object free areas and obstacle free zones.

- The transmitting frequency of the proposed facility could impact the proper operation of navigational aid facilities at your airport

It is prudent for owners to protect the airspace around their airport to prevent loss of existing approaches or other negative impacts affecting utilization of their airport.

Permanent Versus Temporary Modifications

All modifications, whether permanent or temporary, are subject to the notice requirement outlined above. Airport owners and operators should assure that all such improvements are properly evaluated by the FAA **prior to** commencement of the work. Listed below are some typical examples of permanent and temporary alterations. These lists shall not be construed as all inclusive of such alterations that require notification.

Examples of Permanent Construction or Alterations

- Antennas
- AWOS/ASOS
- Buildings/Structures
- Elevated Signs
- Fences
- Light Fixtures
- NAVAID Facilities (Including FAA)
- NWS Facilities
- Power & Cable Lines
- Radio
- Roadways
- Storage Tanks
- Towers
- Batch Plants Cranes

Examples of Temporary Construction of Alterations

- Construction Equipment
- Drilling Rigs
- Haul Routes
- Staging Areas
- Stock Piles
- Temporary Lights

Form of Notification: Timing and Submittal

§ 77.17 - Individuals/Organizations proposing construction or alterations must submit FAA form SF 7460-1, "Notice of Proposed Construction or Alteration". Pertinent information about the alteration and appropriate attachments showing the type and location of the alteration must also be submitted.

Supplemental information needed for the FAA review include the following items:

- Scaled drawing showing location of alteration in relation to nearest runways. This may be a marked up-Airport Layout Plan or Terminal Area sheet.
- Perpendicular distance of the proposed alteration to the nearest runway centerlines.
- Distance along centerline (actual or extended) from runway end to the perpendicular intercept point
- Ground Elevation at the site of the proposed alteration
- Height of the proposed alteration including antennas or other appurtenances
- Accurate geodetic coordinates conforming to NAD 83
- Sketches, drawings, etc. showing the type of construction or alteration being proposed

On-Airport Proposals: For On-Airport proposals within the FAA Central Region, the sponsor may may e-file the required information at <http://oeaaa.faa.gov> or mail the completed 7460-1 form to the following address:

FAA Airports Division
Attn: ACE-620F
901 Locust St.
Room 335
Kansas City, MO 64106

Off-Airport Proposals: For off-airport proposals, the sponsor may e-file the required information at <http://oeaaa.faa.gov> or mail the completed 7460-1 form to the following address:

Express Processing Center
Federal Aviation Administration
Southwest Regional Office
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137-0520.

Non-Fed Facilities: Proposals for non-Federal facilities (e.g. AWOS, NDBs and etc.) within the FAA Central Region shall be sent to:

FAA
Attn: AJW-C22F
901 Locust St.
Kansas City, MO 64106

Timing of Notification:

Advisory Circular 70/7460-2k states that notification is to be submitted 30 days prior construction. Given the time required to conduct an aeronautical study, we recommend a 60-day advance notification to accommodate the extensive review process and allow timely issuance of the FAA determination letter.

FAA Determination

Once the FAA has completed an aeronautical study, a determination is made regarding the impact to air navigation. One of three responses is typically issued:

1. **No Objection** - The subject construction did not exceed obstruction standards and marking/lighting is not required.
2. **Conditional Determination** - The proposed construction/alteration would be acceptable contingent upon implementing mitigating measures (Marking & Lighting, etc.)
3. **Objectable** - The proposed construction/alteration is determined to be a hazard and is thus objectionable. The reasons for this determination are outlined to the proponent.

Please note that if at any time during the aeronautical study, the proposed alteration is determined to be a hazard, the study is halted with no further consideration and an objectionable determination is issued.

Resources

Advisory Circulars

- [Airports Advisory Circular Library](#) - Access 150 Series Advisory Circulars
 - [AC 70/7460-1K](#) (PDF) - Obstruction Marking and Lighting
 - [AC 70/7460-2K](#) (PDF) - Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace
 - [AC 150/5190-4](#) - A Model Zoning Ordinance to Limit Height of Objects Around Airports
 - [AC 150/5200-33](#) - Hazardous Wildlife Attractants on or Near Airports
 - [AC 150/5345-43](#) (PDF) - Specification for Obstruction Lighting Equipment

Forms

- [Obstruction Evaluation / Airport Airspace Analysis \(OE/AAA\)](#) - Online submittal of SF-7460-1 form (Preferred method)

- [Standard Form 7460-1](#) - Notice of Proposed Construction or Alteration (PDF, 1.01 Mb)

Policy

- [14 CFR Part 77](#) - Objects Affecting Navigable Airspace

Updated: 5:11 pm ET August 18, 2008



U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
1-866-TELL-FAA (1-866-835-5322)

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OIG Hotline
USA.gov

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