

AC NO: 70-2

TAD494.6

DATE: 7/23/73



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: AIRSPACE UTILIZATION CONSIDERATIONS IN THE PROPOSED CONSTRUCTION,
ALTERATION, ACTIVATION AND DEACTIVATION OF AIRPORTS

1. PURPOSE. The purpose of this Advisory Circular is to advise those persons proposing to construct, alter, activate or deactivate a civil or joint-use (civil/military) airport, for which Federal aid has not been requested, of the requirement to submit a notice of such intention to the Administrator of the Federal Aviation Administration (FAA). This Advisory Circular also points out the principal reasons for this requirement and some of the air-space utilization factors that the proponent should consider early in his planning effort.
2. WHY NOTICE IS REQUIRED. Section 309 of the Federal Aviation Act of 1958, as amended, states that in order to assure conformity to plans and policies for, and allocations of, airspace by the Administrator under Section 307 of this Act, no airport or landing area not involving expenditure of Federal funds shall be established, or constructed, or any runway layout substantially altered unless reasonable prior notice thereof is given the Administrator, pursuant to regulations prescribed by him, so that he may advise as to the effects of such construction on the use of airspace by aircraft. Regulations to implement these provisions were promulgated in 1959 resulting in what is now known as Federal Aviation Regulations (FAR), Part 157.
3. WHO MUST FILE A NOTICE. FAR, Part 157 requires that anyone proposing to construct, alter, activate or deactivate a civil or joint-use (civil/military) airport without asking for Federal funds must submit notice to the Administrator of the FAA unless such project involves a temporary airport intended to be used solely in VFR weather conditions for a period of less than 30 consecutive days with no more than 10 operations a day. Anyone desiring to change the status of his airport from personal use (exclusive use by the owner), or private use (use by the owner or other persons authorized by the owner), to an airport open to the public must also file notice with the FAA.

Initiated by: AAT-240

4. WHEN TO FILE A NOTICE.

- a. FAR, Part 157, requires that the proponent of an airport or heliport project is required to file a notice with the FAA at least 90 days prior to start of construction unless the project involves one or more of the following conditions for which notice may be submitted at least 30 days before start of construction:
- (1) Personal or private-use airports for fixed-wing aircraft used solely in VFR weather conditions located or to be located more than 20 nautical miles from any airport for which an instrument approach procedure is authorized and more than five nautical miles from any airport open to the public.
 - (2) Personal or private-use heliports for use solely in VFR weather conditions located:
 - (a) Outside of a control zone, or outside of a residential, a business or industrial area.
 - (b) More than 10 nautical miles from any airport for which an instrument approach procedure is authorized.
 - (c) More than three nautical miles from any other airport other than a heliport.
 - (d) More than one nautical mile from any other heliport.
- b. In an emergency involving essential public service, public health or public safety, or when delay would result in an unreasonable hardship, a proponent may notify the FAA by telephone or any other expeditious means, and send the notification form (FAA Form 7480-1) within five days thereafter.
- c. Information concerning the deactivation, discontinued use or abandonment of an airport, runway, landing strip or associated taxiway is required under FAR, Part 157, and may be submitted either by letter or on FAA Form 7480-1. However, this notice need not be submitted in advance of the action unless the action has an associated established instrument approach procedure. In such a case, the FAA requires notification at least 30 days prior to such deactivation, discontinuance or abandonment.

5. HOW TO FILE A NOTICE. Notification to the FAA is made by forwarding one set of FAA Form 7480-1, Notice of Landing Area Proposal, to the nearest FAA regional office or Airports District Office having jurisdiction over the geographical area within which the proposed action will be located. See Page 1 of Appendix 1 for an example of a completed FAA Form 7480-1. Forms may be obtained free of charge from FAA regional offices and FAA

Airport District Offices. Information concerning deactivation, discontinued use or abandonment of an airport, runway, landing strip or associated taxiway may be submitted by letter instead of the FAA form if advance notice is not required.

6. THE AERONAUTICAL STUDY.

- a. Based on the information the project sponsor has provided on the notice form, the FAA conducts an aeronautical study to determine what effect the proposal might have on the use of the airspace. This study consists of an airspace review (airport airspace analysis), flight safety review and a review of the potential effect on air traffic control or air navigation facilities. Each of these phases of the aeronautical study requires complete and accurate data to enable the FAA to provide the proponent with the best possible advice regarding the merits of the proposal.
- b. Among the factors examined in the study are size of the airport, the runway configuration and orientation, proximity of other airports, volume of air traffic contemplated at the airport as well as in the vicinity, type of aircraft using the airport, en route traffic, terrain, effect of nearby man-made or natural objects, etc. The air traffic control procedures in effect in the area must be examined for any impact the airport project may have on such procedures. This becomes critical if the location of the proposed project is in a high activity terminal area. An on-the-site study may also be performed including in-flight evaluation of potential ingress-egress routes, terrain, obstructions, possible traffic pattern requirements and related factors.
- c. The need for the notice and subsequent aeronautical study can be demonstrated in situations where the proposed project is a new airport, a reactivated airport or one involving a significant change in runway length or direction at a location near another/ other airport/s. In many of these cases, the proximity of the airports precludes development of compatible traffic patterns to safely accommodate the present traffic together with the additional traffic attracted by the new airport. Airports located beneath final instrument approach courses prescribed for other airports are particularly critical from an airspace utilization standpoint. At best, in such situations, severe operational limitations may result because of interference with execution of the instrument approach procedure. More often, careful analysis reveals that there is no safe solution to the interaction between the traffic pattern and the instrument approach procedure. Consequently, in such cases, the proposed airport must be found objectionable.

7. COORDINATION WITH INTERESTED PERSONS.

- a. FAR, Part 157, requires that as a part of an aeronautical study and before issuance of a determination, the FAA will consult with interested persons, as appropriate, regarding the substance of a proposal. This action may be accomplished through interviews, conferences, informal airspace meetings or through the distribution of circulars describing the proposal and offering a prescribed period of time within which the public may submit comments on the proposal. Such circularization is made in cases where the FAA determines that it does not have all of the information it needs to complete the study. The circular will contain information on the location of the proposed project, dimensions of the project, e.g., length, width and bearing of a proposed new runway and the expected use to be made of the project.
- b. In evaluating the comments in response to a circular of this nature, the FAA will consider only those comments related to the aeronautical questions involved in the proposed project.
- c. If there are valid aeronautical objections to the proposal or an unusual amount of aeronautical interest, the proposal may become an agenda item for discussion at an informal airspace meeting. This provides interested persons an opportunity to openly discuss the proposal for the purpose of providing additional facts or information regarding the safe and efficient use of the airspace before the FAA completes the study and issues a determination. No official verbatim minutes or transcripts are taken at an informal airspace meeting. However, a meeting participant may submit written comments to be made a part of the record if he desires. As with the circularization process, only those verbal or written comments relating to the use of the airspace will be recognized.

8. THE DETERMINATION. The product of an aeronautical study under the provisions of FAR, Part 157, is advice given to the proponent in the form of an FAA determination. These determinations will fall within one of the following categories.

- a. No Objection to the Proposal. This normally means the FAA, as a result of an aeronautical study, has found that fulfillment of the proposal would not derogate flight operations at nearby airports. Operations in the immediate vicinity along with the existing or planned air traffic control procedures and instrument approach procedures would not be adversely affected. A determination falling in this category also means the FAA believes an aircraft, under normal operating conditions, can be safely operated with respect to the particular airport's dimensional characteristics and surrounding geographical environment. However, it should be clearly understood

that this determination does not mean the FAA approves the physical development involved in the proposal. It is only a determination with respect to the safe and efficient use of airspace by aircraft. This determination in no way preempts or waives any ordinance, law or regulation of any other governmental body or agency.

b. No Objection to the Proposal if Certain Conditions are Met.

- (1) This means the FAA, as a result of an aeronautical study, has found that fulfillment of the proposal would adversely affect the utilization of airspace in the vicinity of the proposed project location unless certain conditions are observed by the owner and/or users of the airport. For example, these conditions could take the form of a stipulation that would require all aircraft operations to be conducted in visual flight rules (VFR) weather conditions, specifications requiring aircraft to execute a right-hand traffic pattern instead of a normal left-hand pattern, or various other conditions imposed because of proximity to other airports or possible interference with procedures.
- (2) Sometimes a determination of no objection may be accompanied by a conditional statement limiting the airport to exclusive use of the owner. This occurs, typically, in cases where an unresolvable conflict with operations at other airports would exist if the airport were opened to the volume of traffic that would result through general public use.
- (3) Among many other common situations calling for conditions to accompany a determination of no objection are ones where there are obstacles in the runway approach surfaces such as trees, power and telephone lines, etc. In these cases, the proponent would be advised that the FAA would have no objection to the proposal provided, for example, that the trees are removed or topped or the runway threshold displaced a sufficient distance so that the trees would no longer present a possible unsafe condition for aircraft using the particular runway.

- c. Objectionable, Including Reasons for the Objections. This means the FAA, as the result of an aeronautical study, has found that fulfillment of the proposal would adversely affect the utilization of airspace in the vicinity of the proposed project location. Dero-
gation of flight operations, interference with instrument approach procedures, interacting traffic patterns, or any of many other adverse airspace use situations could account for a determination of this nature. In addition, local terrain features, obstructions or dimensional characteristics of the airport could prompt an objectionable determination because of safety considerations.

9. DETERMINATION VOID DATES.

- a. To enable the Administrator to maintain an orderly planning program and to facilitate the formulation of meaningful policy with respect to the use of the airspace, the FAA may, when necessary, establish void dates for certain determinations. Void dates are not placed on all determinations. Proposals involving airports in remote areas, or those located in areas where community development has stabilized would not ordinarily need determination void dates.
- b. Void dates only affect a determination if construction on the proposed project is not started within the stated time. If the project is started within that time or no void date has been issued, the determination will remain in effect until another aeronautical study is made either as a result of a new proposal, change in the airport's status, or on FAA initiative because of changing airspace use requirements.

10. NOTICE OF COMPLETION. As specified in FAR, Part 157, the proponent of a project proposal submitted under this regulation must notify the appropriate FAA regional office by letter or postcard within 30 days after completion of the project. This notification is needed to permit the FAA to forward timely information, as required, to the charting agencies for the preparation of aeronautical charts. Additionally, it also assists the FAA in maintaining an orderly planning program and helps prevent the needless commitment of airspace.

11. PLANNING ASSISTANCE. Skilled airspace specialists are available at the above offices to provide assistance during project planning stages on the feasibility of a project from an airspace use standpoint. Prospective project sponsors are encouraged to take advantage of this service, particularly on new airport projects, before money is expended for acquisition of real property or for elaborate engineering plans. Such studies are informal in nature and the proposal will not be circulated to the public for comment unless specifically requested by the proponent.

12. WHERE TO FILE A NOTICE. The geographic area of jurisdiction for each FAA regional office and Airport District Office locations are indicated on Page 3 of Appendix 1.

13. STATE AND/OR LOCAL REPORTING REQUIREMENTS. The proponent of an airport project should become acquainted with the state and local requirements applicable to the nature of the planned project. Some of the states have airport licensing laws and most local political subdivisions have various ordinances or zoning laws which may play a decisive role in the success or failure of the proponent's plans. Additionally, quite often these jurisdictions and their planning agencies have developed comprehensive plans for land use to accommodate community growth and improve

the environmental quality of the area. These factors will also have a direct effect on the feasibility of the proposed project. Coordinating these matters is the responsibility of the project proponent and is not accomplished by the FAA under Part 157.

14. HOW TO OBTAIN ADDITIONAL COPIES OF THIS ADVISORY CIRCULAR. Additional copies of this Advisory Circular may be obtained from the Department of Transportation, Distribution Unit, TAD-484.3, Washington, D. C. 20590. There is no charge for this publication.



RAYMOND G. BELANGER
Acting Director, Air Traffic Service



Form Approved. OMB No. 04-R0094

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION NOTICE OF LANDING AREA PROPOSAL		<input checked="" type="checkbox"/> ESTABLISHMENT OR ACTIVATION <input type="checkbox"/> ALTERATION <input type="checkbox"/> DEACTIVATION OR ABANDONMENT <input type="checkbox"/> CHANGE OF STATUS		<input checked="" type="checkbox"/> AIRPORT OF <input type="checkbox"/> HELIPORT <input type="checkbox"/> SEAPLANE BASE	
NAME OF PROPONENT, INDIVIDUAL OR ORGANIZATION John Q. Doe			ADDRESS (No., Street, City, State, Zip Code) 301 Main St., Anytown, N. Y. 20031		
A. LOCATION OF LANDING AREA					
1. NEAREST CITY OR TOWN Anytown		2. COUNTY Exeter		3. STATE New York	
5. NAME OF LANDING AREA Doe Field		6. LATITUDE 38° 49' 30"	7. LONGITUDE 76° 57' 15"	8. ELEVATION 1220'	4. DISTANCE & DIRECTION FROM NEAREST CITY OR TOWN MILES: 6, DIRECTION: SE
B. PURPOSE					
TYPE USE <input checked="" type="checkbox"/> PUBLIC <input type="checkbox"/> PRIVATE <input type="checkbox"/> PERSONAL	TYPE OWNERSHIP <input type="checkbox"/> PUBLIC <input checked="" type="checkbox"/> PRIVATE	LOCALITIES SERVED Anytown Exeter Co.		IF CHANGE OF STATUS OR ALTERATION, DESCRIBE CHANGE.	
				CONSTRUCTION DATES TO BEGIN/BEGAN 10/73 EST. COMPLETION 1/74	
C. OTHER LANDING AREAS			D. LANDING AREA DATA		
REF. AS ABOVE			EXISTING (If any) PROPOSED		
		DRCT. FROM LANDING AREA	DIST. FROM LANDING AREA	1. AIRPORT OR SEAPLANE BASE	
State City Mun.		160	10	MAGNETIC BEARING OF RUNWAY(S) OR SEAPLANE(S)	
Smith Field		050	5	LENGTH OF RUNWAY(S) OR SEAPLANE(S) IN FEET	
Wilkins AFB		270	8	WIDTH OF RUNWAY(S) OR SEAPLANE(S) IN FEET	
				MAGNETIC BEARING OF PRIMARY LANDING DIRECTION	
				TYPE OF RUNWAY SURFACE (Concrete, Asphalt, Grass, Etc.)	
				Turf Turf	
E. OBSTRUCTIONS			2. HELIPORT		
TYPE	HEIGHT ABOVE LANDING AREA	DRCT. FROM LANDING AREA	DIST. FROM LANDING AREA	DIMENSIONS OF LANDING AND TAKEOFF AREA IN FEET	
Trees	50'	NW	1/2	DIMENSIONS OF TOUCHDOWN AREA IN FEET	
Water Tower	75'	E	1	MAGNETIC DIRECTION OF INGRESS/EGRESS ROUTES	
TV Tower	895'	S	3	TYPE OF SURFACE (Turf, rooftop, etc.)	
			3. ALL		
			DESCRIPTION OF LIGHTING (If any)		DIRECTION OF PREVAILING WIND
			None		NW
F. OPERATIONAL DATA				PRESENT (If est. indicate by letter "E")	
1. EST. OR ACTUAL NO. BASED ACFT.				ANTICIPATED 5 YRS. HENCE	
AIRPORTS		MULTIENGINE		2E 4	
		SINGLE-ENGINE		3E 6	
HELIPORTS		UNDER 3500 LBS. MGW			
		OVER 3500 LBS. MGW			
2. AVERAGE NO. MONTHLY LANDINGS					
AIR CARRIER				0 0	
GENERAL AVIATION				80 200	
OTHER (Military, glider, etc.)				0 0	
3. ARE IFR OPERATIONS ANTICIPATED TYPE					
<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES WITHIN _____ YEARS NAVAID:					
H. APPLICATION FOR AIRPORT LICENSING					
<input type="checkbox"/> HAS BEEN MADE		<input type="checkbox"/> NOT REQUIRED		<input type="checkbox"/> COUNTY	
<input checked="" type="checkbox"/> WILL BE MADE		<input checked="" type="checkbox"/> STATE		<input type="checkbox"/> MUNICIPAL AUTHORITY	
I. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.					
SIGNATURE <i>John Q. Doe</i>		TITLE Owner		TEL. NO. (Incl. area code) 301-263-0000	DATE 7/1/73

FAA FORM 7480-1 (2-73)

ADDRESS OF REGIONAL OFFICES AND SAN JUAN AREA OFFICE

AAL - ALASKAN REGION

Alaskan Regional Office
632 Sixth Avenue
Anchorage, Alaska 99501
Tel.: 907-265-4500

ACE - CENTRAL REGION

Central Regional Office
601 East 12th Street
Kansas City, Missouri 64106
Tel.: 816-374-3408

AEA - EASTERN REGION

Eastern Regional Office
JFK International Airport
Federal Building
Jamaica, New York 11430
Tel.: 212-995-3390

AGL - GREAT LAKES REGION

Great Lakes Regional Office
2300 East Devon Avenue
Des Plaines, Illinois 60018
Tel.: 312-694-4500, ext. 456

ANE - NEW ENGLAND REGION

New England Regional Office
12 New England Executive Park
Burlington, Massachusetts 01803
Tel.: 617-223-6410

ANW - NORTHWEST REGION

Northwest Regional Office
FAA Building, Boeing Field
Seattle, Washington 98108
Tel.: 206-767-2750

APC - PACIFIC-ASIA REGION

Pacific-Asia Regional Office
1833 Kalakaua Avenue
Honolulu, Hawaii 96815
Mail Address:
P. O. Box 4009
Honolulu, Hawaii 96813
Tel.: 808-9550-491

ARM - ROCKY MOUNTAIN REGION

Rocky Mountain Regional Office
10455 East 25th Avenue
Aurora, Colorado 80010
Mail Address:
Park Hill Station
P. O. Box 7213
Denver, Colorado 80207
Tel.: 303-837-4677

ASO - SOUTHERN REGION

Southern Regional Office
3400 Whipple Street
East Point, Georgia 30344
Mail Address:
P. O. Box 20636
Atlanta, Georgia 30320
Tel.: 404-526-7240

ASW - SOUTHWEST REGION

Southwest Regional Office
4400 Blue Mound Road
Fort Worth, Texas 76101
Mail Address:
P. O. Box 1689
Fort Worth, Texas 76101
Tel.: 817-624-4911, ext. 306

AWE - WESTERN REGION

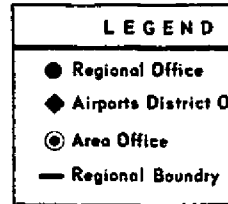
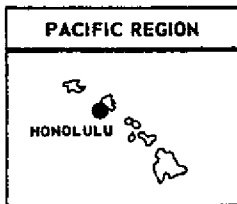
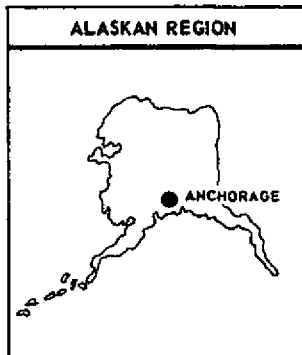
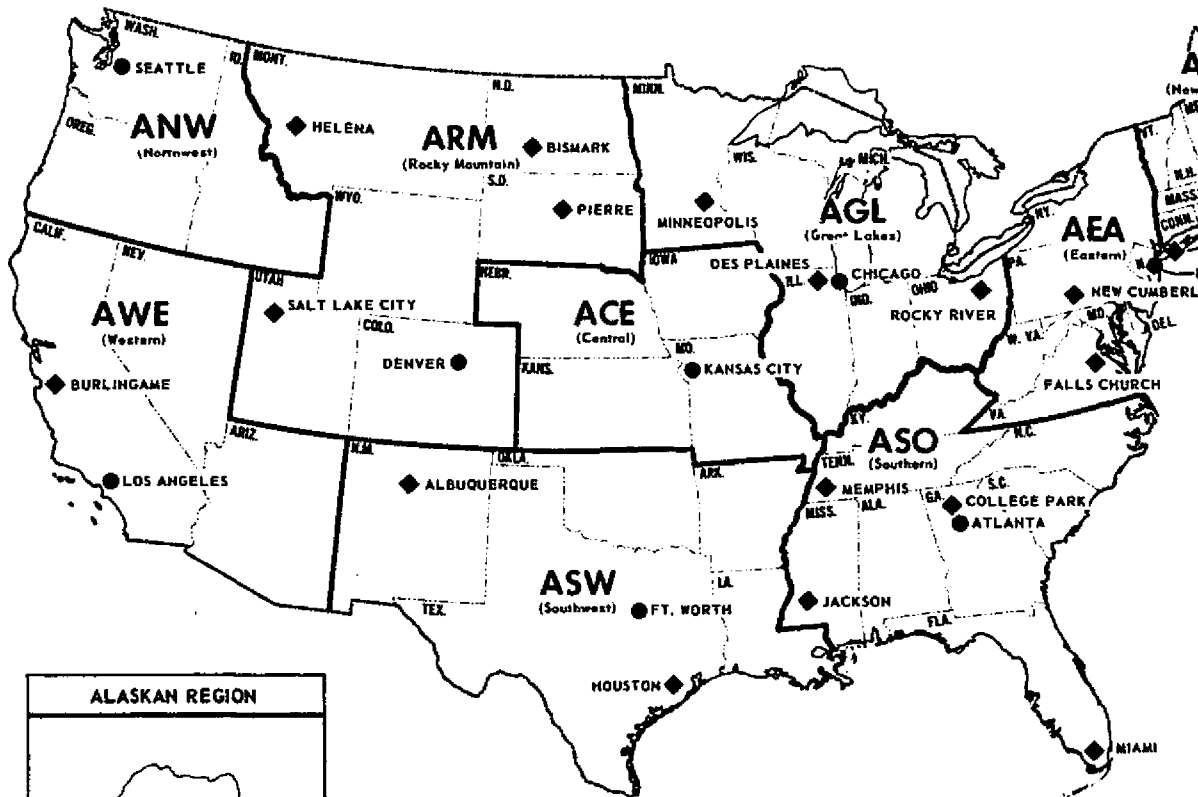
Western Regional Office
1500 Aviation Boulevard
Hawthorne, California 90260
Mail Address:
P. O. Box 92007
Worldway Postal Center
Los Angeles, California 90009
Tel.: 213-536-6186

SAN JUAN AREA

San Juan Area Office
RFD-1, Box 29A
Loiza Street Station
San Juan, Puerto Rico 00914
Tel.: 809-791-2310

FAA REGIONAL BOUNDARIES

LOCATIONS OF REGIONAL HEADQUARTERS AND AIRPORTS DISTRICT OFFICES



ADDRESS OF AIRPORTS DISTRICT OFFICES

NEW YORK, NEW JERSEY

Airports District Office
Colonial Building
181 South Franklin Avenue
Valley Stream, New York 11581

MARYLAND, VIRGINIA, WEST VIRGINIA

Airports District Office
900 South Washington Street
Falls Church, Virginia 22046

GEORGIA, NORTH CAROLINA, SOUTH CAROLINA

Airports District Office
Suite C, Room 116
1568 Willingham Drive
College Park, Georgia 30337

FLORIDA, PUERTO RICO, VIRGIN ISLANDS

Airports District Office
FAA/WB Building
Miami International Airport
Miami, Florida 33159

PENNSYLVANIA, DELAWARE

Airports District Office
Terminal Building
Capital City Airport
New Cumberland, Pennsylvania 17070

TENNESSEE, KENTUCKY

Airports District Office
3400 Democrat Road
Memphis, Tennessee 38118

SOUTH CALIFORNIA, ARIZONA

Airports District Office
P. O. Box 45018
Westchester Station
Los Angeles, California 90045

MISSISSIPPI, ALABAMA

Airports District Office
FAA Building
Municipal Airport
Jackson, Mississippi 39208

ILLINOIS, INDIANA

Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

MICHIGAN

Airports District Office
Room 25
Landy Taylor Building
16447 Airport Road, Route 4
Lansing, Michigan 48906

WISCONSIN, MINNESOTA

Airports District Office
6301 34th Avenue, South
Minneapolis, Minnesota 55450

NEW MEXICO, WEST TEXAS

Airports District Office
5301 Central Avenue, N.E.
Suite 900
Albuquerque, New Mexico 87108

LOUISIANA, SOUTH TEXAS

Airports District Office
Bradley Building
8345 Telephone Road
Houston, Texas 77017

SOUTH DAKOTA

Airports District Office
P. O. Box 1037
Pierre, South Dakota 57501

OHIO

Airports District Office
Westview Building
21010 Center Ridge Road
Rocky River, Ohio 44116

ARKANSAS, NORTHEAST TEXAS

Airports District Office
Federal Building, Room 4A07
819 Taylor Street
Fort Worth, Texas 96102

ADDRESS OF AIRPORTS DISTRICT OFFICES (Cont'd)OKLAHOMA

Airports District Office
FAA Building, Room 204
Wiley Post Airport
Bethany, Oklahoma 73008

COLORADO, WYOMING

Airports District Office
Park Hill Station
P. O. Box 7213
Denver, Colorado 80010

UTAH

Airports District Office
116 North 23rd West
Salt Lake City, Utah 84116

MONTANA

Airports District Office
FAA Building, Room 2
Helena County Airport
Helena, Montana 59601

NORTH DAKOTA

Airports District Office
FAA Building
Bismark Municipal Airport
Bismark, North Dakota 58501

NORTH CALIFORNIA, NEVADA

Airports District Office
839 Mitten Road
Burlingame, California 94010