**FAA Airway/Highway Clearance Process**

**RED Text for CLI-US68-20.43/0.00**

**PID# 94191**

**Step # 1:** LOCATE AIRPORTS IN PROJECT CORRIDOR

Use the following link to locate all airports close to the project corridor (within 20,000 horizontal feet). This helpful link illustrates and locates both public and private airports.

[The National Map - 3D Viewer](https://apps.nationalmap.gov/viewer/)

<https://ourairports.com/countries/US/OH/>

<http://www.tollfreeairline.com/ohio.htm>

<https://skyvector.com/>

Note: Due to a possible glitch in the National Map Viewer “Rings” and/or “measurement” tools, verify the 20,000 foot distance using alternate methods/applications.

PID# 94191: Potentially Impacted Airports:

* Clinton Field Airport
* Lumberton Airport
* Lyons Field Airport
* Fricke Airport
* Skydive Greene County Inc. Airport
* Greene County Lewis A. Jackson Regional Airport

**Step #2:** DETERMINE THE GROUND SURFACE ELEVATIONS, “A” & “B”, & LATITUDE/LONGITUDE COORDINATES FOR BOTH THE AIRPORT AND THE POINT ON THE PROJECT CLOSEST-HIGHEST TO THE AIRPORT

Using the same link cited above, right click on the icon “Spot Elevation” (button right next to the Zoom-In (+) button in the tool bar.). Then right click on the point on the map which defines the end of the airport runway closest to the project. A box will open up providing the coordinates (latitude, longitude and elevation points) as described in the L&D Manual, Volume 3, Figure 1404-7. Repeat the process on the corresponding highest-closest point within the project corridor. When choosing where to click, zoom in close enough to ensure that the chosen location is within 50 feet horizontally and 20 vertically, per the L&D Manual, Volume 3, Section 1404.1.7

PID# 94191: Latitude, Longitude and Elevation points:

|  |  |  |  |
| --- | --- | --- | --- |
| **POINTS** | **LATITUDE (DMS)**  | **LONGITUDE (DMS)**  | **ELEVATION (FT.) “A” & “B”** |
| Clinton Field Airport “A” | 39 30’ 24.168” | 83 51’ 37.588” | 1029 |
| Point on project closest-highest to Clinton Field Airport “B” | 39 31’ 3.978” | 83 50’ 43.669” | 1044 |
|  |  |  |  |
| Lumberton Airport “A” | 39 33’ 25.347” | 83 51’ 13.100” | 1005 |
| Point on project closest-highest to Lumberton Airport “B” | 39 33’ 25.228” | 83 50’ 54.870” | 1012 |
|  |  |  |  |
| Lyons Field Airport “A” | 39 37’ 15.192” | 83 47’ 1.659” | 1037 |
| Point on project closest-highest to Lyons Field Airport “B” | 39 35’ 10.444” | 83 51’ 49.638” | 1013 |
|  |  |  |  |
| Fricke Airport “A” | 39 36’ 42.047” | 83 59’ 18.524” | 898 |
| Point on project closest-highest to Fricke Airport “B” | 39 37’ 22.510” | 83 53’ 40.489” | 927 |
|  |  |  |  |
| Skydive Greene County Inc. Airport “A” | 39 40’ 52.519” | 83 52’ 42.939” | 1046 |
| Point on project closest-highest to Skydive Greene County Inc. Airport “B” | 39 39’ 52.228” | 83 54’ 48.080” | 1021 |
|  |  |  |  |
| Greene County Lewis A. Jackson Regional Airport “A” | 39 41’ 39.064” | 83 59’ 2.148” | 947 |
| Point on project closest-highest to Greene County Lewis A. Jackson Regional Airport “B” | 39 40’ 20.116” | 83 55’ 13.804” | 946 |

**Step #3:** DETERMINE THE DISTANCE, “C”, IN PLAN VIEW BETWEEN THE COORDINATES ASSOCIATED WITH EACH RESPECTIVE AIRPORT AND THE COORDINATES ASSOCIATED WITH EACH RESPECTIVE HIGH POINT CLOSET TO THE PROJECT LIMITS.

Use the following link to determine the distance between each set of coordinates:

<https://d11ww001.dot.state.oh.us/asp_production/LatLong/latlong_menu.asp>

Click on the “Distance” tab, then type in each latitude and longitude coordinate and then hit “go”. The shortest distance between the airport runway and the project will be generated, as described in the L&D Manual, Volume 3, Figure 1404-7.

PID# 94191: Distances measured between the point on the airport runway closet to the project:

|  |  |  |  |
| --- | --- | --- | --- |
| **POINTS** | **LATITUDE (DMS)** | **LONGITUDE (DMS)** | **DISTANCE (MILES/FT.) “C”** |
| Clinton Field Airport | 39 30’ 24.168” | 83 51’ 37.588” | 1.1063 mi.5,841.31 ft. |
| Point on project closest-highest to Clinton Field Airport | 39 31’ 3.978” | 83 50’ 43.669” |
|  |  |  |  |
| Lumberton Airport | 39 33’ 25.347” | 83 51’ 13.100” | 0.2701 mi.1,425.95 ft. |
| Point on project closest-highest to Lumberton Airport | 39 33’ 25.228” | 83 50’ 54.870” |
|  |  |  |  |
| Lyons Field Airport | 39 37’ 15.192” | 83 47’ 1.659” | 4.8908 mi.25,823.64 ft.\* |
| Point on project closest-highest to Lyons Field Airport | 39 35’ 10.444” | 83 51’ 49.638” |
|  |  |  |  |
| Fricke Airport | 39 36’ 42.047” | 83 59’ 18.524” | 5.0633 mi.26,734.25 ft.\* |
| Point on project closest-highest to Fricke Airport | 39 37’ 22.510” | 83 53’ 40.489” |
|  |  |  |  |
| Skydive Greene County Inc. Airport | 39 40’ 52.519” | 83 52’ 42.939” | 2.1834 mi.11,528.26 ft. |
| Point on project closest-highest to Skydive Greene County Inc. Airport | 39 39’ 52.228” | 83 54’ 48.080” |
|  |  |  |  |
| Greene County Lewis A. Jackson Regional Airport | 39 41’ 39.064” | 83 59’ 2.148” | 3.7016 mi.19,544.41 ft. |
| Point on project closest-highest to Greene County Lewis A. Jackson Regional Airport | 39 40’ 20.116” | 83 55’ 13.804” |

\* Lyons Field Airport & Fricke Airport are both greater than 20,000 away from the project.

**Step #4:** DETERMINE THE HIGHEST POINT IN ELEVATION REACHED ASSOCIATED WITH THE CONSTRUCTION OF THE PROJECT.

Depending upon what type of project is being constructed, and what type of equipment will be used during the construction of the project, a controlling criteria point must be chosen for each impacted airport within the project corridor. Per the L&D Manual, Volume 3, Figure 1407-3, based upon the work type being performed near each airport, the height of the controlling criteria, as defined by the equipment used, is chosen. Use the following link to determine what height should be used for a controlling height at each airport location.

[Vol3-sect1400-2022-1407-3.pdf (ohio.gov)](https://www.transportation.ohio.gov/wps/wcm/connect/gov/4480c17c-3a32-463a-99ef-dd9c9961bbb6/Vol3-sect1400-2022-1407-3.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=ROOTWORKSPACE.Z18_M1HGGIK0N0JO00QO9DDDDM3000-4480c17c-3a32-463a-99ef-dd9c9961bbb6-o800-HX)

PID# 94191: Work Type, Controlling Criteria & Height, Per the L&D Manual, Volume 3, Figure 1407-3

|  |  |  |
| --- | --- | --- |
| **WORK TYPE BEING PERFORMED NEAR AIRPORTS WITHIN INFLUENCE AREA (20,000 FEET)** | **CONTROLLING CRITERIA** | **HEIGHT (FT.)** |
| Resurfacing  | Raised Dump Truck | 25 |
| Pavement Repair | Raised Dump Truck | 25 |
| Pavement Marking | Truck | 12 |
| Guardrail | Auger | 25 |
| Deck Overlays | Truck | 25 |
| **THE GREATEST HEIGHT ABOVE PROJECT ELEVATION (B) IS 25 FT.** |

**Step #5:** USING THE DISTANCE DETERMINED IN STEP 3, DETERMINE IF FAA NOTIFICATION IS REQUIRED BASED ON FAA’S OBSTRUCTION EVALUATION/AIRPORT AIRSPACE ANALYSIS (OE/AAA).

Use the following link to determine if FAA notification is required based upon interference with either the flight path or navigation signal reception. Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

Under the “Obstruction Evaluation, Version 2014.4.1” column on the left hand side of the screen, click on the tab labeled as “Notice Criteria Tool”. A table will come up and the following information will need to be entered.

1. Latitude: Type in the latitude coordinate for the point on the project closet to the corresponding airport runway.
2. Longitude: Type in the long coordinate for the point on the project closet to the corresponding airport runway.
3. Horizontal Datum: pick NAD83
4. Sight Elevation: Type in the Elevation “B” from Step #2.
5. Structure Height (AGL or Above Ground Level): Type in controlling criteria from Step #4 = 25 ft.
6. Traverse Way: Use pull down and pick applicable selection. (For PID# 94191 use “public roadway”)
7. Is Structure on Airport: No

PID# 94191: Is FAA Notification Required per the Data entered as per Step #5?

|  |  |  |  |
| --- | --- | --- | --- |
| **POTENTAILLY IMPACTED AIRPORTS** | **FAA NOTIFICATION REQUIRED?** | **BASED UPON interference w/flight path (notification slope, “X;1”)** | **BASED UPON interference** **w/navigation signal reception**  |
| Clinton Field Airport | YES | X | X |
| Lumberton Airport | YES |  | X |
| Lyons Field Airport | NO |  |  |
| Fricke Airport | NO |  |  |
| Skydive Greene County Inc. Airport | YES |  | X |
| Greene County Lewis A. Jackson Regional Airport | YES |  | X |

**NOTE: ODOT CRITERIA DOES NOT MANDATE THAT FAA NOTIFICATION IS REQUIRED FOR NAVIGATION SIGNAL RECEPTION. Additionally, this website represents an overall estimate as to whether FAA notification may be required. Once the analysis is performed and actual clearances are determined, it is the results of the analysis that will drive whether notification is required or not.**

**Step #6:** USING THE DISTANCE DETERMINED IN STEP 3, DETERMINE IF FAA NOTIFICATION IS REQUIRED BASED ON INTERFERENCE WITH THE NOTIFICATION SLOPE (notification slope, “X;1”, as described in the L&D Manual, Volume 3, Figure 1404-7).

First, the length of the longest runway for each airport checked yes under Step #5 must be obtained. The length of the longest runway will determine which X:1 slope will used, as described in Section 1404.1.2 of the L&D Manual, Volume 3. This information can be found at one of the following links:

<http://www.dot.state.oh.us/Divisions/Operations/Aviation/Ohio%20Airport%20Directory/2017-2018%20Ohio%20Airport%20Directory.pdf>

<http://www.airnav.com/airports/>

These links will also provide estimated elevations for the airports listed as well as the “Use Type” and the “Surface Type”.

PID# 94191: Length of Longest runway

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **POTENTAILLY IMPACTED AIRPORTS** | **LENGTH OF LONGEST RUNWAY (FT.)** | **DISTANCE BETWEEN AIRPORT & PROJECT** | **NOTIFICATION SLOPES X:1**  | **USE TYPE** | **SURFACE TYPE**  |
| Clinton Field Airport | 3,579 (>3,200) | 5,841.31 ft. | 100:1 | public | asphalt |
| Lumberton Airport | 2,800 (<3,200) | 1,425.95 ft. | 50:1 | private | concrete |
| Skydive Greene County Inc. Airport | 3,500 (>3,200) | 11,528.26 ft. | 100:1 | private | turf |
| Greene County Lewis A. Jackson Regional Airport | 4,500 (>3,200) | 19,544.41 ft. | 100:1 | public | asphalt |

**Step #7:** USING THE DIMENSIONS PROVIDED IN THE L&D MANUAL, VOL. 3, FIGURES 1407-5 & 1407-6 DETERMINE IF FAA NOTIFICATION IS REQUIRED BASED ON INTERFERENCE WITH THE RUNWAY PROTECTION ZONES (RPZ).

Note: Rule of thumb is that airports with maximum runway length of less than 3200 feet….assume ONLY SMALL PLANES

(Technically, any airport that only allows planes having a total weight of 12,000 pounds or less is considered an “ONLY SMALLL PLANES” airport. The following link is a great resource and guide for finding the information necessary to use the chart below: <http://www.airnav.com/airports/>

Using the above cited link, look under “Airport Operational Statistics” to help determine the type of air traffic served. This information also helps define whether an airport is categorized under accepting small, large or all size planes. The “Instrument Procedures” section helps to determine the runway ends as defined under the L&D Manual, Vol.3,

Figure 1404-6.

[Vol3-sect1400-2022-1407-6.pdf (ohio.gov)](https://www.transportation.ohio.gov/wps/wcm/connect/gov/8987a9e7-6973-442b-9ad4-9f4fab209280/Vol3-sect1400-2022-1407-6.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=ROOTWORKSPACE.Z18_M1HGGIK0N0JO00QO9DDDDM3000-8987a9e7-6973-442b-9ad4-9f4fab209280-o800-HS)

PID# 94191: Dimensions for Runway Protection Zone

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **AIRPORTS** | **AIR TRAFFIC TYPE EXPECTED TO BE SERVED** | **ASSOCIATED INSTRUMENT PROCEDURES** | **RUNWAY END** | **DIMENSIOSN FOR APPROACH END** |
| APPROACH END | OPPOSITE END | LENGTH “L” (FT.) | INNER WIDTH “W1” (FT.) | OUTER WIDTH “W2” (FT.) |
| Clinton Field Airport  | Aircraft based on the field: 26 Single engine airplanes: 22 Multi engine airplanes: 3 Helicopters: 1 Aircraft operations: avg 76/day \* 70% local general aviation 25% transient general aviation 4% air taxi 1% military \* for 12-month period ending 29 June 2012 - LARGE PLANES | RNAV (GPS) RWY 03 RNAV (GPS) RWY 21 NOTE: Special Take-Off Minimums/Departure Procedures apply | NP | V, NP | 1700 | 500 | 1010 |
| Lumberton Airport  | Accepts only Single Engine Aircraft: 1 – ONLY SMALL PLANES | There are no published instrument procedures at OH77. | V | V | 1000 | 250 | 450 |
| Skydive Greene County Inc. Airport | Aircraft based on the field: 6 Single engine airplanes: 3 Multi engine airplanes: 3– ONLY SMALL PLANES | There are no published instrument procedures at 7OA7. | V | V | 1000 | 250 | 450 |
| Greene County Lewis A. Jackson Regional Airport  | Aircraft based on the field: 65 Single engine airplanes: 52 Multi engine airplanes: 10 Jet airplanes: 1 Helicopters: 2 Aircraft operations: avg 107/day \* 90% local general aviation 10% transient general aviation \* for 12-month period ending 26 June 2012 - LARGE PLANES | RNAV (GPS) RWY 07 RNAV (GPS) RWY 25VOR RWY 07VOR RWY 25 NOTE: Special Take-Off Minimums/Departure Procedures apply | NP | NP3/4, P | 1700 | 1000 | 1425 |

**This project does not invade these RPZ dimensions relative to each airport. Therefore, FAA notification is not required under this criteria.**

**Note:** It is rare that our projects will be within the approach end dimensions of an airport but we still are required to go through the check.

**Step #8:** PERFORM ANALYSIS

Section 1404.1.2 of the L&D Manual, Volume 3:

The following conditions need to be examined to determine if notification is required.

* Any construction or alterations of more than 200 feet in height above ground level.
* Any construction or alteration of greater height than an imaginary surface extending outward and

upward at the following slopes:

* 100:1, for horizontal distance of 20,000 feet from the nearest point of the nearest runway, for

any airport with at least one runway with a length of more than 3,200 feet, excluding heliports.

* 50:1, for a horizontal distance of 10,000 feet from the nearest point of the nearest runway, for

any airport where the length of the longest runway does not exceed 3,200 feet, excluding

heliports.

* 25:1, for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and

takeoff area, for a heliport.

****

X:1 – Notification Slope *(See Section 1404.1.2 to determine Notification Slope)*

A – Airport Elevation

B – Project Elevation

C – Distance between Project and Airport

Z – A positive value of Z is the amount of clearance*.*

**A negative value of “Z” will require notification.**

*(The Z value should be calculated at critical points for projects of considerable length and variable*

*heights (i.e. closest point, highest point, etc.).*

*(Positive Z values are inserted into Plan Note G118B or G118C, unless the heights from Figure*

*1404-3 exceed the Z value calculated.)*

PID# 94191: Calculate “Z”

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **POTENTAILLY IMPACTED AIRPORTS** | **AIRPORT ELEVATION “A”** | **PROJECT ELEVATION “B” + 25 feet (Controlling Criteria)** | **DISTANCE BETWEEN AIRPORT & PROJECT “C”** | **NOTIFICATION SLOPE X:1** | **AMOUNT OF CLEARANCE ABOVE NOTIFICATION SLOPE “Z”** | **FAA NOTIFICATION REQUIRED?** |
| Clinton Field Airport | 1029 ft. | 1044+25=1069 ft. | 5,841.31 ft. | 100:1 | +18.413 ft. | NO |
| Lumberton Airport | 1005 ft. | 1012+25=1037 ft. | 1,425.95 ft. | 50:1 | -3.481 ft. | **YES** |
| Skydive Greene County Inc. Airport | 1046 ft. | 1021+25=1046 ft. | 11,528.26 ft. | 100:1 | +115.283 ft. | NO |
| Greene County Lewis A. Jackson Regional Airport | 947 ft. | 946+25=971 ft. | 19,544.41 ft. | 100:1 | +171.444 ft. | NO |

**NOTE: The critical driving factor for FAA notification is the penetration of the notification slope. Sometimes the results of the FAA notification tool website, and the calculations in Step # 8 oppose each other. Why?**

**In order to interpret these opposing results, specifically related to the notification slope, multiple factors must be given consideration.**

* **FAA gives consideration to the analysis in terms of proximity of a project to an airport, how an airport runway is oriented (which is generally in the direction of the prevailing winds), i.e. is the flight pattern parallel or at an angle (up to a right angle) to the project, and also to the navigation signal reception.**
* **ODOT criteria looks only at the distance between the closest-highest point of the project and the closest point of the airport runway and whether a project elevation will be 200 feet higher than the existing project elevation.**
* **Both criteria consider obstructions located between the project and the airport as a major factor in determining whether FAA notification is required or not, regardless of the results obtained from either the FAA notification tool website or ODOT’s Airway/Highway clearance analysis.**

**For PID# 94191, notification to FAA was not required due to permanent obstructions, higher than the notification surface, being located between these two airports and the project corridor. However, notification to Lumberton was required and notes detailing potential airport impacts were required in the contract plans.**

**Step #9:** INCLUDE APPROPRIATE NOTES INTO PLANS

Locate the notes which apply to the project as determined in Step #7. They are located on pp. B9-B11, at the following link:

<http://www.dot.state.oh.us/Divisions/Engineering/CaddMapping/volume3/Volume3/AppendixB_0714.pdf>

PID# 94191: Insert the following notes into the plans:

**AIRWAY/HIGHWAY CLEARANCE FOR PUBLIC AIRPORTS**

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF TWO (2) PUBLIC USE AIRPORTS WHICH ARE LISTED IN THE TABLE BELOW. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED THE HEIGHTS (Z) PROVIDED IN THE TABLE BELOW:

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **POTENTAILLY IMPACTED AIRPORTS** | **AIRPORT ELEVATION “A”** | **PROJECT ELEVATION “B” + 25 feet (Controlling Criteria)** | **DISTANCE BETWEEN AIRPORT & PROJECT “C”** | **NOTIFICATION SLOPE X:1** | **USE TYPE** | **AMOUNT OF CLEARANCE ABOVE NOTIFICATION SLOPE “Z”** |
| Clinton Field Airport | 1029 ft. | 1044+25=1069 ft. | 5,841.31 ft. | 100:1 | public | +18.413 ft. |
| Greene County Lewis A. Jackson Regional Airport | 947 ft. | 946+25=971 ft. | 19,544.41 ft. | 100:1 | public | +171.444 ft. |

IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THESE HEIGHTS, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT **OFFICE OF AVIATION**, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT **OFFICE OF AVIATION** WHEN SUBMITTING FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT **OFFICE OF AVIATION** PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

|  |  |
| --- | --- |
| FAA CONTACT INFORMATION | ODOT OFFICE OF AVIATION CONTACT INFORMATION |
| Express Processing Center The Federal Aviation Administration Southwest Regional Office Air Traffic Airspace Branch ASW-520 2601 Meachan Blvd. Fort Worth, TX 76137-4298 | Ohio Department of Transportation Office of Aviation 2829 West Dublin-Granville Road Columbus, Ohio 43235 (614)-387-2346 |

*Designer’s Note: Use note G118B when the construction equipment does not penetrate the notification surface of a public airport or heliport. The omitted height shall be the available clearance below the notification surface….or as revised and noted.*

**AIRWAY/HIGHWAY CLEARANCE FOR PRIVATE AIRPORTS**

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF TWO (2) PRIVATE USE AIRPORTS LISTED IN THE TABLE BELOW.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **POTENTAILLY IMPACTED AIRPORTS** | **AIRPORT ELEVATION “A”** | **PROJECT ELEVATION “B” + 25 feet (Controlling Criteria)** | **DISTANCE BETWEEN AIRPORT & PROJECT “C”** | **NOTIFICATION SLOPE X:1** | **USE TYPE** | **AMOUNT OF CLEARANCE ABOVE NOTIFICATION SLOPE “Z”** |
| Lumberton Airport | 1005 ft. | 1012+25=1037 ft. | 1,425.95 ft. | 50:1 | private | -3.481 ft. |
| Skydive Greene County Inc. Airport | 1046 ft. | 1021+25=1046 ft. | 11,528.26 ft. | 100:1 | private | +115.283 ft. |

IN REGARDS TO THE SKYDIVE GREENE COUTNY, INC., AIRPORT: NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT, AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED THE HEIGHTS (Z) PROVIDED IN THE TABLE ABOVE. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, COORDINATION WITH THE AIRPORT OWNER AND THE ODOT **OFFICE OF AVIATION** WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. FOR PRIVATE USE AIRPORTS, COORDINATION SHALL BE WITH THE AIRPORT OWNER AND THE ODOT **OFFICE OF AVIATION**. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL COORDINATION IS MET AND DOCUMENTATION HAS BEEN FURNISHED TO THE PROJECT ENGINEER. IF COORDINATION IS NOT OBTAINED, THEN THE PROJECT ENGINEER WILL HAVE THE AUTHORITY TO PROVIDE RESTRICTIONS AS REQUIRED.

Owner: Skydive Greene Co., Inc.

 177 S. Monroe-Siding Rd.

 Xenia, Ohio 45385

 (937) 372-0700

Manager: James R. West

 1790 Foust Rd.

 Xenia, Ohio 45385

 (937) 372-6116The Private Airport

IN REGARDS TO THE LUMBERTON AIRPORT: AIRWAY/HIGHWAY CLEARANCE ANALYSIS INDICATES THAT THE NOTIFICATION SLOPE IS PENETRATED BY 3.481 FEET. HOWEVER, THIS ELEVATION IS WELL BELOW THE SURROUNDING PERMANENT FEATURES, SUCH AS BUILDINGS, UTILITY LINES AND TREES, LOCATED BETWEEN LUMBERTON AIRPORT AND THE US68 PROJECT CORRIDOR. THEREFORE, FAA NOTIFICATION IS NOT REQUIRED FOR THIS PRIVATE AIRPORT. COORDINATION WITH THE AIRPORT OWNER AND THE ODOT **OFFICE OF AVIATION** HAS BEEN COMPLETED AND IS AVIALBLE FOR REVIEW IN THE ODOT DISTRICT 08 DESIGN OFFICE. THE PROJECT ENGINEER WILL HAVE THE AUTHORITY TO IMPLEMENT THE CONDITIONS/RESTRICTIONS AS REQUIRED.

(Highlighted text is pending direction from Office of Aviation.)

*Designer’s Note: Use note G118C when the construction equipment penetrates the notification surface of a private use airport. The omitted height shall be the available clearance below the notification surface…..or as revised and noted.*

Note: For this particular project, FAA notification is not required for the private airport (Lumberton) that penetrates the notification slope for two reasons:

1. Per Section 1404.1.4, L&D Manual, Volume 3 (and CFR Title 14 Part 77.9 (e)(1) - The object is shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features, of equal or greater height.
2. Per Section 1404.1.8, L&D Manual, Volume 3 - An Airway/Highway Clearance Analysis is required for private airports and heliports. Coordination with the private owner, and the Office of Aviation, shall be made and note G118C should be added to the plans. Coordination with the FAA is not required.

PENDING RESOLUTION: Had there been no higher permanent features located in between the project and the airport within the notification slope, then per CFR-FAA notification criteria FAA notification would be required, regardless of the airport being private. This is not consistent with ODOT-L&D. I have submitted this question to the Office of Aviation and a response is pending.

FAA notification is not required for the public airport (Clinton Filed Airport), highlighted under the FAA notification tool website for the following reason:

1. Per Section 1404.1.4, L&D Manual, Volume 3 (and CFR Title 14 Part 77.9 (e)(1) - The object is shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features, of equal or greater height.

PENDING RESOLUTION: Had there been no higher permanent features located in between the project and the airport within the notification slope, then per CFR-FAA notification criteria FAA notification would be required, due to the project being highlighted on the FAA notification tool website for violating the notification slope. This is not consistent with ODOT-L&D. I have submitted this question to the Office of Aviation and a response is pending.

**Step #10:** COMPILE/SUBMIT NOTIFICATION LETTER TO THE PRIVATE AIRPORT OWNER AND TO THE ODOT OFFICE OF AVIATION.

Follow the format letter provided in the L&D Manual, Volume 3, Figure 1404-7, (last page) at the following link:

<http://www.dot.state.oh.us/Divisions/Engineering/CaddMapping/volume3/Volume3/1400_0714.pdf>

This notice must be forwarded to the airport owner/manager no more than 45 days prior to sale of the project.

PID# 94191: Attached is the notice forwarded to the owner of the private airport, Lumberton Airport.

If FAA notification is required then go to the following link and complete the FORM 7460-1:

<http://www.faa.gov/documentLibrary/media/Form/FAA_Form_7460-1_2017.pdf>

|  |
| --- |
|  |
| @ODOT347Color |

|  |
| --- |
| Ohio Department of Transportation |
| District 8 • 505 South State route 741 • Lebanon, OH 45036John Kasich, Governor • Jerry Wray, Director • Steve Mary, P.E., District 8 deputy director |

 |
|  |

To: Mr. Ron Schweller

 231 New Burlington Road

 Wilmington, Ohio

 Phone 937-728-7698

Re: Airway/Highway Clearance Analysis

 CLI/GRE-US658-20.36/0.00

 PID: 94191

 Date: 11/07/14

Dear Mr. Schweller:

We have reviewed the above mentioned project and have determined that the project will encroach into the (X:1) notification surface of Lumberton Airport. This determination is based on an airport elevation of 1005 feet, a project elevation of 1037 feet, with a distance of 1425.95 feet between the airport and the project location. The attached diagram provides the details of the airway/highway clearance analysis. The result of the analysis indicates that a height of 3.481 feet exists between the 50:1 notification surface and the highest expected elevation of the closest point to this project. Therefore, based on the notification slope being penetrated notification to the private airport is required. Additionally, a plan note will be required in the contract plans which stipulates the details discussed herein.

In accordance with Section 1404.1.4, of the ODOT L&D Manual, Volume 3 and CFR Title 14 Part 77.9 (e)(1), for this particular project, FAA notification is not required for this private airport, as the project is shielded by existing structures of a permanent and substantial character of equal or greater height.

Please feel free to contact Katherine DeStefano, with this office, for any questions or comments regarding this notice, at (513) 933-6583 or at katie.destefano@dot.state.oh.us

Respectfully,

Stefan Spinosa, P.E.,

ODOT-District 08 Planning & Engineering Administrator

c: K. Destefano, M. Swafford, James Bryant (Office Of Aviation), file

**Airway/Highway Clearance Analysis:**

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X:1 – Notification Slope - 50:1, for a horizontal distance of 10,000 feet from the nearest point of the nearest runway, for

 any airport where the length of the longest runway does not exceed 3,200 feet, excluding heliports.

A – Airport Elevation

B – Project Elevation

C – Distance between Project and Airport

Z – A positive value of Z is the amount of clearance.

 A negative value of Z will require notification, provided an exception to notification is

 also not met.\*

Note: The Z value is calculated at critical points for projects of considerable length and variable heights (i.e. closest point, highest point, etc.).

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| --- | --- | --- | --- | --- | --- |
| **POTENTAILLY IMPACTED AIRPORT** | **AIRPORT ELEVATION “A”** | **PROJECT ELEVATION “B” + 25 feet (Controlling Criteria)** | **DISTANCE BETWEEN AIRPORT & PROJECT “C”** | **NOTIFICATION SLOPE X:1** | **AMOUNT OF CLEARANCE ABOVE NOTIFICATION SLOPE “Z”** |
| Lumberton Airport | 1005 ft. | 1012+25=1037 ft. | 1,425.95 ft. | 50:1 | -3.481 ft. |

\*FAA notification is not required for this private airport, as the project is shielded by existing structures of a permanent and substantial character (buildings, overhead utility lines, 40 foot high trees) of equal or greater height.