



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

Great Lakes Region  
Illinois, Indiana, Michigan,  
Minnesota, North Dakota,  
Ohio, South Dakota,  
Wisconsin

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Des Plaines, Illinois 60018

**POLICY AND PROCEDURES MEMORANDUM - AIRPORTS DIVISION**

NUMBER: 5300.3

DATE: JUN 14 1994

SUBJECT: Guidance for NRA Airspace Cases - Notice of Proposed Construction.

REFERENCE: AGL-620 Letter dated June 30, 1993.

APPENDICES:

1. Sample Sketch and Coordinate Data Table for Proponents.
2. Typical Proponent Certification of Coordinates.
3. Resolution of Comments. (Internal Use Only)

1. Background.

a. A complete airport aeronautical study, for approval of an Airport Layout Plan (ALP) and for construction clearance, consists of an airspace analysis, a flight safety review, and a review of the potential effect of the proposal on air traffic control and air navigation facilities. Each of these phases of the airport aeronautical study requires complete and accurate data to enable the FAA to provide the best possible advice regarding the merits of the proposal and its potential effects on the National Airspace System.

b. FAA ALP approval with a construction clearance determination, for a proposal on a public use airport, can be provided if the exact location, type of construction, and dimensions including height are properly identified. This information is normally provided on:

- (1) An ALP revision; or
- (2) An FAA Form 7460-1 with an appropriate sketch; or
- (3) An ALP supported with an FAA Form 7460-1.

c. Airway Facilities and Flight Standards Divisions rely on the coordinates included with the proposals for conducting their aeronautical studies. If these coordinates are not consistent with the ALP/sketch location data or are incorrect, the dependent aeronautical studies will be flawed and could result in the construction of a potential hazard.

d. Due to past problems with coordinates, Airway Facilities and Flight Standards review procedures now involve verifying the coordinates of proposals, by comparing them to a known point on the airport that has

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surveyed or survey based coordinates. Numerous situations have been uncovered where the submitted location data did not agree with the coordinates submitted for the proposal.

e. FAA Order 7400.2D, Procedures for Handling Airspace Matters, paragraphs 11-1.a. and 11-3 requires the ADO's to ensure that the data submitted is correct and accurate.

f. This PPM has been developed to assist proponents in developing correct and accurate data for submission with proposals for airspace determinations.

2. Policy/Procedures. NRA airspace proposals requesting approval for an ALP revision and/or construction clearance for facilities must include the following:

a. Proponents of proposals on public use airports must furnish coordinates for the proposal, that are surveyed, based on survey data, or calculated from coordinates previously found acceptable by FAA, e.g. runway end coordinates. The proponent must also certify that he has verified the coordinates to be consistent with the location dimensions shown on the ALP/sketch (see Appendix 2 for sample certification).

b. Proponents must provide coordinates (0.01 seconds) for the point of the structure that is nearest to the runway, taxiway, or apron, on the ALP/sketch and/or on FAA Form 7460-1. For small diameter (Dia.<2.0') towers, light poles and antenna, coordinates should be furnished for the center of the structure. Appropriate height elevation (0.1 feet) based on the mean sea level must be provided.

(1) Coordinates for NAVAIDS normally will be provided for the center of each facility being studied. The following list is not all inclusive but is presented for guidance only:

- (a) PAPI and VADI - Coordinates for the center of each box.
- (b) REIL - Coordinates for the center of each light unit.
- (c) Localizer - Coordinates for the center of the array.
- (d) ILS glide slope, outer marker, middle marker and inner marker antenna - Coordinates for the center of the antenna.
- (e) ALS - Coordinates for the center of the threshold light bar. Coordinates for the center of each light bar should be provided when another runway may be impacted.
- (f) AWOS and ASOS - Coordinates for the center of the facility.
- (g) Shelters - Coordinates for the point nearest the runway/taxiway/apron and the critical points that penetrate FAR Part 77 criteria.

(2) A scaled sketch as described in paragraph 2.d. is required for each NAVAID and each related facility.

c. When structures penetrate FAR Part 77 criteria, coordinates (0.01 seconds) must be provided for all points or for the critical points on planes that penetrate FAR Part 77 criteria. Appropriate height elevations (0.1 feet) based on the mean sea level must also be provided.

Note: The nearest runway centerline elevation must be determined for each critical point since the allowable FAR Part 77 primary and 7:1 transitional surfaces vary with the runway centerline elevation.

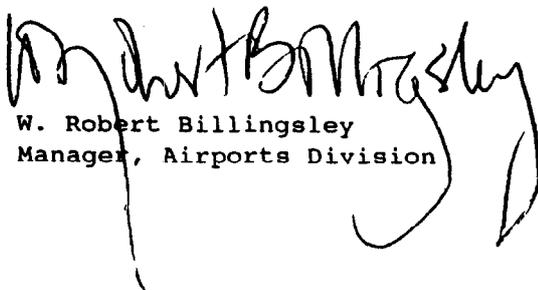
d. All proposals must include a scaled ALP/sketch that depicts the location of points for which coordinates are provided. The appropriate dimensions for the structure, the structure's offset from the runway centerline, taxiway centerline, or apron edge, and the traverse to the referenced coordinates must be depicted. A sample sketch is provided in Appendix 1.

e. The proposal must specify the coordinate system (NAD 83 or NAD 27) on which the coordinates are based. Only coordinates based on NAD 83 should be submitted.

f. It is recommended that all critical points be labeled and a table be furnished depicting the coordinates and height elevations based on the nearest runway elevation for each critical point. A sample table is provided in Appendix 1.

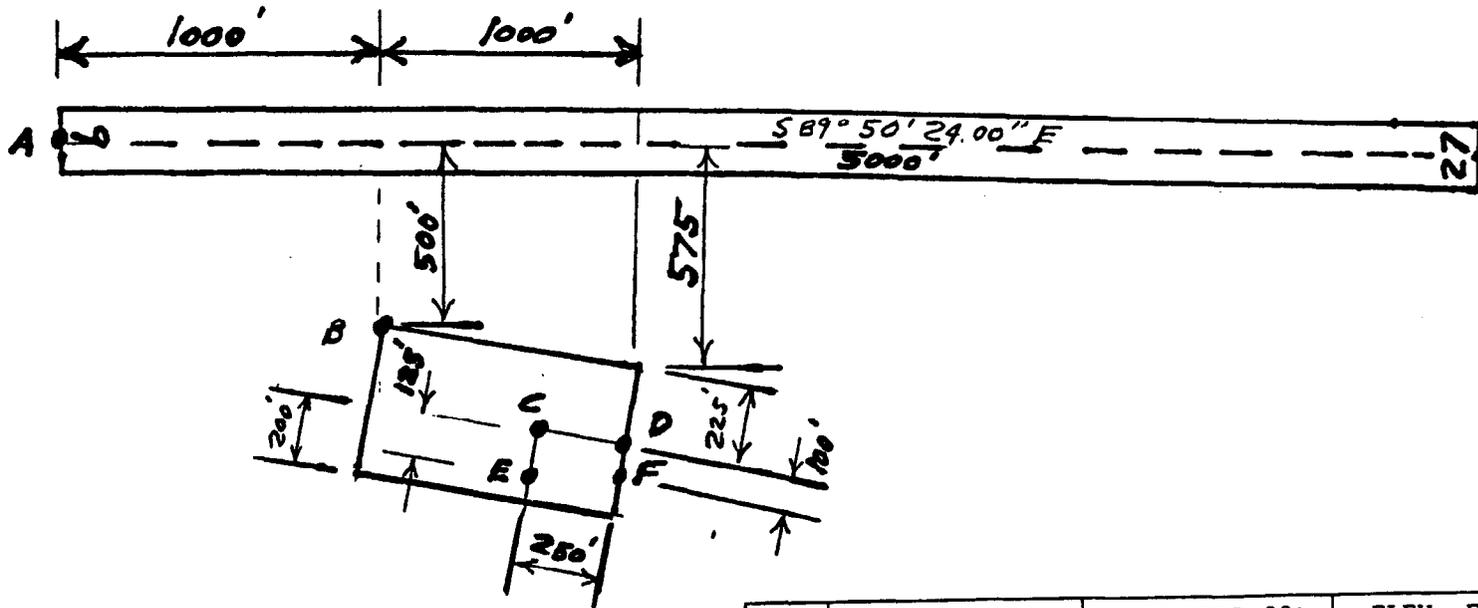
g. An FAA Form 7460-1 should be completed for the associated construction equipment. Estimated "set-up" and "take-down" dates of construction equipment should be indicated in Block 6 of the form. A safety/phasing plan prepared in accordance with PPM 5370.5 may be provided in lieu of the 7460-1 form.

h. All proposals on public use airports must be coordinated with the airport operator/owner prior to submitting the proposal to FAA. The proposal may be signed by the airport operator/owner or transmitted by a letter from airport management indicating their approval. Proposals on public use airports received without airport management approval will be returned without any FAA review. Submissions to the airport operator/owner should request their approval and transmittal of the Notice to the Airports District Office.



W. Robert Billingsley  
Manager, Airports Division

APPENDIX 1  
SAMPLE SKETCH AND COORDINATE DATA TABLE FOR PROPONENTS



BUILDING 1002.41' long x 400' wide

Pt.	LAT (NAD 83)	LONG (NAD 83)	ELEV.-FT
A	43-19-19.71	84-41-16.62	980.0
B	43-19-14.74	84-41-03.11	1004.0
C	43-19-11.95	84-40-53.20	1030.0
D	43-19-11.76	84-40-49.82	1030.0
E	43-19-10.72	84-40-53.33	1037.1
F	43-19-10.78	84-40-49.93	1037.1

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PPM 5300.3  
Appendix 2

APPENDIX 2  
TYPICAL PROPONENT CERTIFICATION OF COORDINATES

(NOTE: This certification may be in letter format and should be submitted with the proposal package.)

I certify that, for the proposal identified herein, the coordinates furnished are either surveyed or based on reference coordinates previously found acceptable by FAA for the airport involved; and that the coordinates furnished have been verified and found to be consistent with the location dimensions shown on the sketch/ALP; and that the coordinates are in terms of the North American Datum of 1927 or 1983 (specify which datum). I also certify that the site elevations are within +/- 0.1 foot vertically and that the vertical datum are in terms of the National Geodetic Vertical Datum of 1929.

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_  
Proponent's Authorized Representative

\_\_\_\_\_  
Typed Name and Title of Proponent's Representative