



KALAMAZOO COUNTY AIRPORT

AIRPORT ZONING MANUAL

June 1986

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Engineers – Planners

2330 E. Stadium Boulevard

Ann Arbor, Michigan 48104

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APPENDICIES

I

OVERVIEW OF AIRPORT ZONING AND AIRSPACE REGULATIONS

Airports represent a unique use of land with special characteristics and problems for community planning and zoning. Within the vicinity of airports, attention should be directed to the heights of structures, trees, natural features, and other objects which may prove hazardous to air transport. Such obstructions can seriously endanger the safety of the aircraft and the people living and working in the area surrounding the airport. Furthermore, with the increase in aircraft operations, the problems of noise, vibrations, and even air pollution necessitate reexamination of land use pattern around airports.

PURPOSE

The purpose of the Airport Zoning Manual is to provide a guidance to local Community Planning Departments and the Building Inspector's Office in administering the land use planning guidelines and the issuance of height zoning permits.

NEED

Michigan Aeronautics Commission (MAC) recognizes that navigable airspace is a limited national resource. The aviation community is the principal user, and there are others who have legitimate requirements for the use of this airspace. At the present time and in the future, there will be a greater demand placed on this limited natural resource. With the advent of cellular communication, private microwave telephone systems, cable TV stations, in addition to new expanded advertisement markets for AM, FM, and UHF TV stations, these communication sources would have a major impact on aeronautical operations.

BACKGROUND

Section 18 of the Airport and Airway Development Act of 1970, as amended, states in part the following:

“...Sec. 18(a) SPONSORSHIP. As a condition precedent to his approval of an airport development project under this part, the Secretary shall receive assurances in writing, satisfactory to him that:

- 1) The aerial approaches to the airport will be adequately cleared and protected by removing, lowering, relocating, marking or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards;
- 2) Appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to, or in the immediate vicinity of, the airport to activities and purposes compatible with normal airport operations, including landing and takeoff at the airport.”

Act 23 of the Public Acts of 1950 (Airport Zoning Act) provided for the adoption of airport approach plans and regulations limiting the height of structures and natural growth that would pose a hazard or reduce the operational area of an airport. Act 158 of the Public Acts of 1976 amended Act 23 of P.A. 1950 and added a provision for specifying land use in addition to height structures. The amendment also provides for cooperative interstate action.

The Michigan Aeronautics Commission adopted an Airport Zoning Policy, effective April 12, 1978, that would promote airport zoning by:

- 1) Providing financial support for surveys, drawings, and document preparation;

- 2) Coordinating local, regional and state planning agencies in informational and educational programs;
- 3) Increasing airport project priority by adding points to the Rating System for sponsors with an effective zoning ordinance and recommended land use plan.

On July 27, 1954, the Joint Kalamazoo Zoning Board adopted an ordinance establishing Airport Zoning Regulations for the then-known Kalamazoo Municipal Airport (known today as Kalamazoo County Airport). This board was created by the Kalamazoo County Board of Supervisors, the City of Kalamazoo, and the Michigan Aeronautics Commission, under the authority of Act 23, Public acts of 1950. The ordinance has been amended twice since 1954 (on December 7, 1960, and again on May 20, 1971, by the Joint Kalamazoo Airport Zoning Board).

The intent of this said ordinance is to restrict the height of structures, objects of natural growth and otherwise regulate the use of property in the vicinity of the Kalamazoo County Airport, providing for the allowance of variances from such regulations; designating the administrative agency (Airport Director's Office) charged with the administration and enforcement of such regulations; providing aeronautical studies; establishing an airport zoning board of appeals; and providing for enforcement and imposing penalties for violation of this ordinance.

II

HOW AND WHEN TO USE KALAMAZOO COUNTY AIRPORT ZONING PLANS

WHAT TO CONSIDER/STRUCTURE CONSIDERATIONS

Proposed structures that may come under consideration include tall building, towers, smokestacks, overhead powerlines, typical radio or television transmission towers, aerials, antennae (over 35 feet), billboards, and other tall structures within ten miles of the Kalamazoo County Airport.

WHEN TO CONSIDER

The Kalamazoo County Airport Zoning Plans (KCAZP) should be referred to and used during the early stages of construction design and planning. Do not wait until actual construction is underway. Construction of obstructing objects may be a violation of the Kalamazoo Airport Zoning Ordinance and is subject to penalty.

WHEN ARE SPECIAL BUILDING PERMITS NECESSARY

In general, if the proposed structure or alteration is less than 150 feet in height and is within three miles of the airport, the airport zoning plans should be referred to determine if the structure exceeds height restrictions. If it is greater than 150 feet in height and within ten miles of the airport, County and Federal permits will be necessary.

Before considering a permit determination, a brief explanation of the zones is in order. There are four major zones or “surfaces” surrounding the airport. Each zone has a corresponding number which is its height restriction. The number is an elevation in feet which a structure cannot exceed (without a permit). It is calculated from the airport reference point of 874 feet in USGS elevation.

Of the four zones, the airport runway approach surfaces and transitional surfaces comprise the most restrictive zone and are located within a few thousand feet of the runways. This zone has a series of graduated imaginary surfaces extending up and away from the airport runways. The 1023 zone, or inner horizontal surface, encompasses the previously mentioned surfaces and comprises all areas within three miles of the airport. The next zone is the conical surface. It is a series of graduated surfaces between three and 6.32 miles from the airport. It leads up to the 1374 zone, or outer horizontal surface, which extends to ten miles from the airport. This is the least restrictive zone. Beyond this ten-mile radius, there are no specific height restrictions that pertain to the airport. Figures 1 and 2 illustrate the locations of these four major zones. Detailed zone delineations can be found in the appendix.

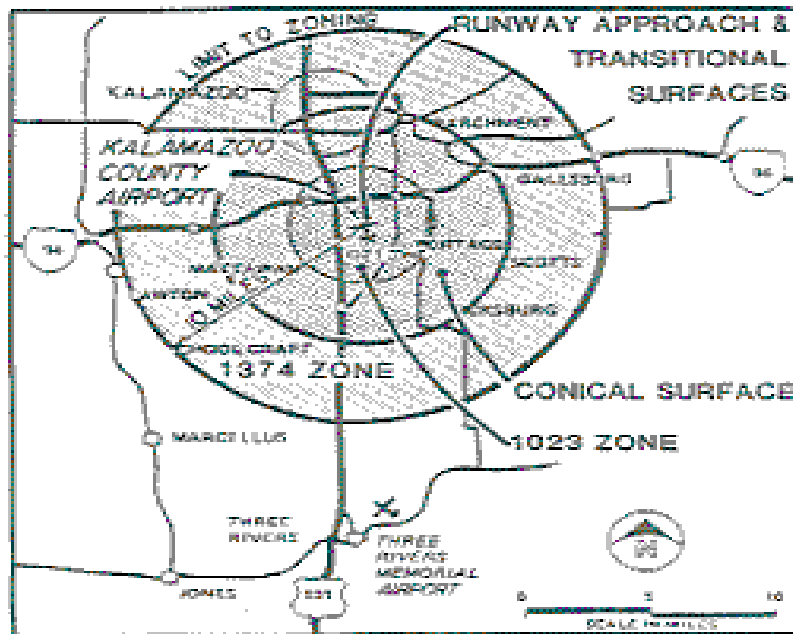


Figure 1
Kalamazoo County Airport Location and Zoning

Figure 2

Kalamazoo County Airport Zoning East-West Cross Section

The distances in miles are measured form the airport reference point.

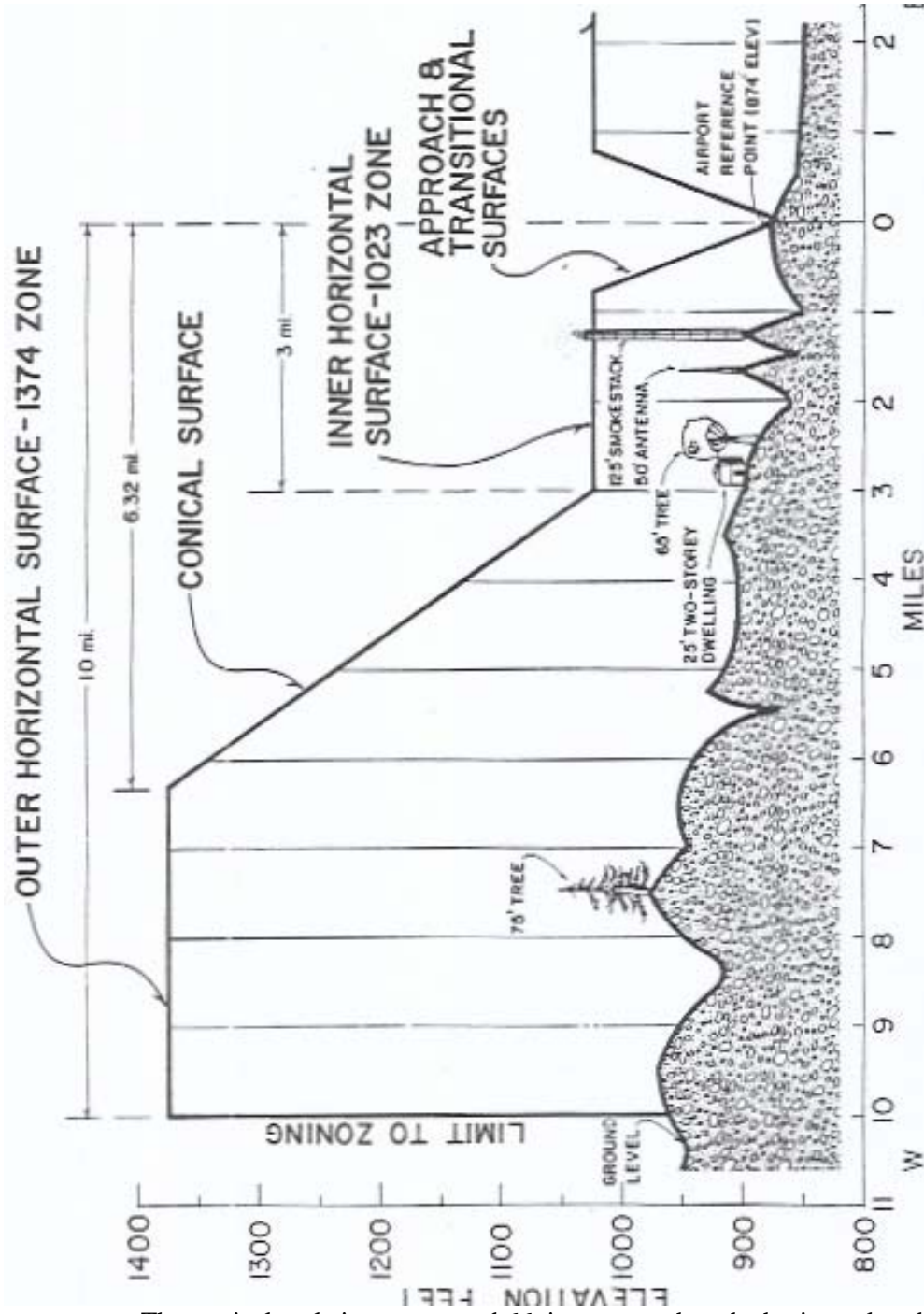


Figure 2

Kalamazoo County Airport Zoning East-West Cross Section

The distances in miles are measured from the airport reference point.
The vertical scale is exaggerated 66 times more than the horizontal scale.

The vertical scale is exaggerated 66 times more than the horizontal scale.

There are several specific rules in determining if the proposed structure or alteration requires a permit. These include:

- 1) If the structure is within three miles of the airport (i.e., the inner horizontal surface-1023 zone) a local building official must review the KCAZ plans.
- 2) If the structure is within three miles and is:
 - a. A building over three stories; or
 - b. An antenna or structure over 35 feet;
 - c. A crane or temporary construction equipment over 35 ft;a KCAZ permit may be necessary.
- 3) If the structure is within three miles and exceeds 150 ft in height, the FAA Form 7460 must be submitted in addition to the KCAZ permit (see appendix for sample Form 7460).
- 4) Any proposed structure or alteration within 2500 ft of a runway requires a KCAZ permit.
- 5) Any proposed structure or alteration within the airport boundary or on airport property must submit the FAA Form 7460 in addition to the KCAZ permit.
- 6) If a structure exceeds any of the imaginary surfaces within ten miles of the airport, a KCAZ permit and/or FAA 7460 form are required.

EXAMPLES

A few examples are provided to demonstrate the preceding rules. Refer to Figure 2 which illustrates the airport zoning by showing an east-west cross section from the airport reference point to the outer limit of zoning. The developers of the two-story dwelling next to the 65-foot tree in the 1023 zone should review the building plans with a local building official, but it is not required to apply for a KCAZ permit or submit an FAA 7460 form. However, the developers of the 50-foot antenna will have to apply for a KCAZ permit but are not required to submit an FAA 7460 form since it is below 150 feet and does not exceed the inner horizontal surface. Even though the 125-foot smokestack

shown in Figure 2 is less than 150 feet, an FAA 7460 form must be submitted along with the KCAZ permit because the proposed structure will exceed the inner horizontal surface.

The 125-foot smokestack in the example will show how Rule 6 works. The following procedures should be taken when Rule 6 applies:

- 1) Locate the site of your proposed structure on the Zoning Approach Plan, if the site is within approximately one mile of an airport, or locate it on the north or south half of the Zoning Area Plan if it is from one to ten miles from the airport. (The proposed site for the 125-foot smokestack is a little over a mile west of the airport and can be located on the Zoning Approach Plan.
- 2) Find out in what zone the site is located. (The smokestack site is in Zone 1023).
- 3) Determine the elevation of the site by looking at the contour line(s) running through it. (The smokestack site is 910 feet in elevation.)
- 4) Subtract the site elevation from the zone elevation (In the smokestack example: $1023 - 910 = 113$ ft).
- 5) The resultant height in feet is the distance from the ground to the imaginary surface. If the proposed structure exceeds this height, both the KCAZ permit and the FAA 7460 form are required. (In the example: the proposed smokestack is 125 feet. Since this is more than 113 feet, both of the permits are required.)

As a further clarification in determining whether permits are needed, Figure 3, Permit Determination Flow Chart, illustrates the above rules by showing questions a developer must ask about a proposed structure or alteration.

Figure 3

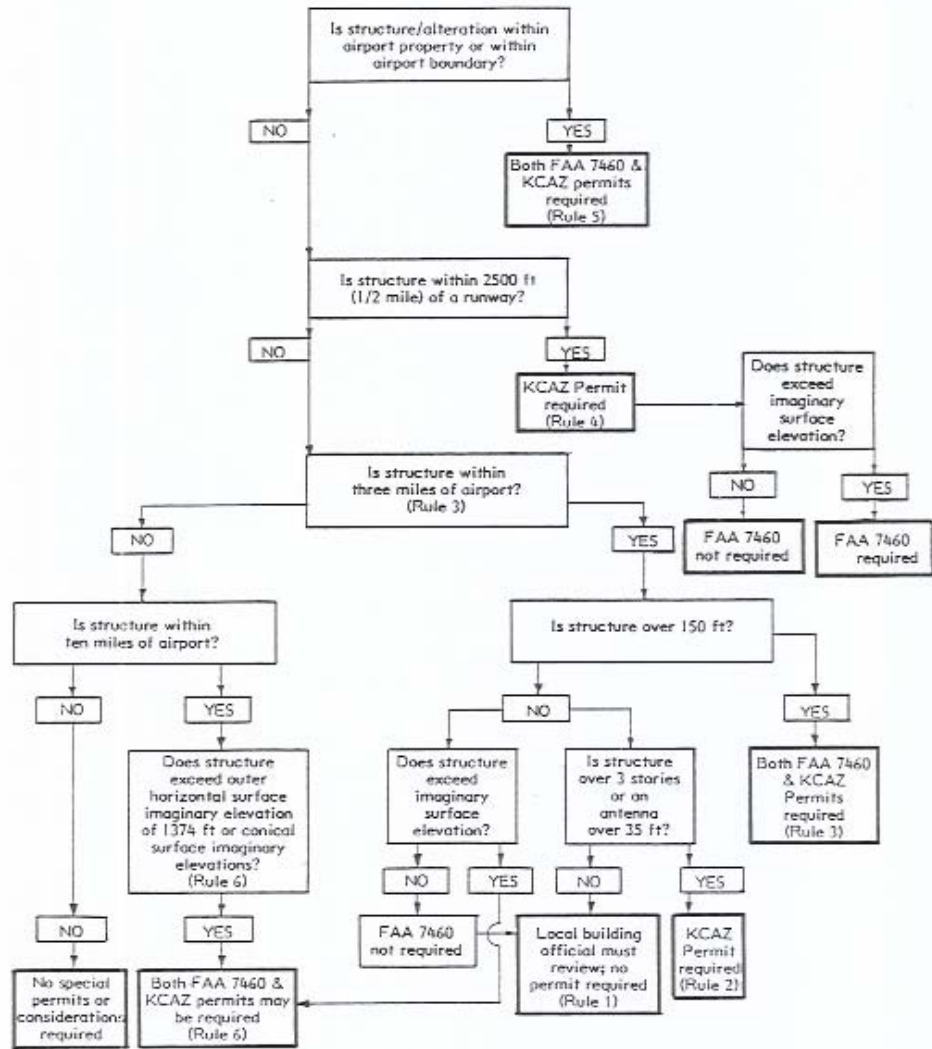


Figure 3
Permit Determination Flow Chart

REVIEWING PLANS

Copies of the Kalamazoo Airport Zoning Plans are on file at the City, County, or Township building offices. Review the construction or alteration plans and designs with local officials and refer any questions to them. Please contact:

-Kalamazoo County-

Planning & Community Development Department

-City of Kalamazoo-

Economic Development & Planning Department

-City of Portage-

Planning, Economic & Community Development Department

-Kalamazoo County Airport Manager-

PERMITS

If the proposed structure or alteration exceeds the imaginary height restriction in the Airport Zoning Plans or is over 150 ft in height within three miles of the Kalamazoo County Airport or is within airport boundaries, it must be reviewed by the Federal Aviation Administration (FAA) and the Kalamazoo Airport Zoning Board. In order to do this, a Notice of Proposed Construction or Alteration (Form 7460, see appendix for sample) must be submitted and a Permit to Erect a Structure (see appendix for sample) must be applied for. A flow chart provided in the appendix illustrates the permit application and the FAA evaluation processes. The permit and notice applications are available from the above building offices.

III

LIST OF CONTACT AGENCIES ON AERONAUTICAL MATTERS

Administrative Agency

Local Level

Kalamazoo County Airport

5235 Portage Road

Kalamazoo, MI 49002

State Level

Michigan Department of Transportation

Bureau of Aeronautics

Michigan Aeronautics Commission

Capital City Airport

Lansing, MI 48906

Federal Level

Federal Aviation Administration

Great Lakes Region, AGL-530

2300 East Devon Avenue

Des Plaines, IL 60018

IV ASSOCIATED PUBLICATIONS

The following publications contain obstruction criteria, marking and lighting standards:

- a) Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, sets the requirements for notice to the FAA of proposed construction or alteration and sets forth the standards for determining obstructions to navigable airspace. FAR part 77 may be ordered from:

Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402
(Stock No. 050-007-00276-9)

- b) Advisory Circulars: FAA Advisory Circulars are available free of charge from:

Department of Transportation
Subsequent Publication Section, M-494.3
400 7th Street, SW
Washington, D.C. 20590

- 1) AC 70/7460-1, Obstruction Marking and Lighting, describes the standards for marking and lighting of structures, such as buildings, chimneys, antenna towers, cooling towers, storage tanks, supporting structures of overhead wires, etc.
- 2) AC 150/5345-1, Approved Airport Lighting Equipment, lists the model numbers of equipment demonstrated to be in compliance with item.

3) AC 150/5345-43, Specification for Obstruction Lighting Equipment, contains the specifications for equipment used in obstruction lighting systems.

c) FAA Forms: FAA forms are available free of charge from all FAA regional offices and headquarters (see attached Form 7460):

1) FAA Form 7460-1, Notice of Proposed Construction or Alteration, is used to notify the FAA of the proposed construction or alteration an object that may interfere with the navigable airspace.

2) FAA Form 7460-2, Notice of Actual Construction or Alteration, is used to notify the FAA of progress or abandonment, when and as requested on the form. This form is routinely furnished by the FAA regional office when it issues its determination whenever such information is required. Very often the information is needed for charting purposes, to change affected aeronautical procedures and to notify pilots of the structure's presence.

d) Rules and Regulations of the Michigan Aeronautical Commission (MAC)

MAC publications are available free of charge from:

Michigan Department of Transportation
Bureau of Aeronautics, Capital City Airport
Lansing MI 48906

This publication describes the licensing and regulation requirements as it relates to aeronautical matters within the State of Michigan.

e) Miscellaneous

- 1) It should be noted that an FAA determination is a study conclusion based on a structure's projected impact on the safe and efficient use of the navigable airspace by aircraft. It should not be constructed as an approval or disapproval of the project since issues other than aviation are not considered.
- 2) Filing of notice with the FAA does not relieve a construction sponsor of any compliance responsibilities relating to any law, airport zoning ordinance, or regulation of any other Federal, state, or local governmental body.

V

GLOSSARY OF AERONAUTICAL TERMS

Airport Imaginary Surfaces are surfaces established by references to the airport and consist of the approach surfaces, transitional surfaces, inner horizontal surface, conical surface, and outer horizontal surface.

Airport Hazard means any structure or tree within the ten-mile radius of the airport which exceeds the height limitation established by the Airport Zoning Ordinance as outlined in the Airport Zoning Plans.

Airport Zoning Plans are graphical drawings which consist of five (5) sheets depicting heights limitations and land use guidance within the airport hazard area.

Airspace is within the air over the land and water for the state, above the minimum altitudes of flight prescribed by laws of the State and Federal Aviation Regulations.

Administrative Agency means the manager of the airport's office who is charged with the administration and enforcement of the provisions of the Airport Zoning Ordinance.

AGL denotes Above Ground Level of a structure or tree based upon an overall height of a structure or tree measured from ground level to the top point of the structure or tree.

Approach Surface is an inclined plane located directly above the clear zone and the approach area of the airport. The dimensions of the approach area are measured horizontally.

AOPA denotes the Aircraft Owners and Pilots Association.

Clear Zone is a trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of take-off and landing of aircrafts.

Conical Surface extends upward and outward from the periphery of the horizontal surface with a slope of 20:1 measured in a vertical plane passing through the airport reference point. Measuring radially outward, from the horizontal surface, the conical surface extends outward until a height of 500 ft above the established elevation of the airport is reached.

FAA denotes the Federal Aviation Administration.

Inner Horizontal Surface is a plane, circular in shape, with its height 149 ft above the established elevation of the airport, which is the highest point on the usable landing area, and having a radius from the airport reference point of three miles.

L_{d_n} Values are defined as A-weighted average sound level in decibels for a 24-hour period, with a ten-decibel value applied to nighttime operation sound levels.

Obstruction to Air Navigation is an existing object including a mobile object or a future object which would be an obstruction to air navigation, if it is of a greater height than any of the height limitations outlined in the Airport Zoning Plans or surfaces defined under Part 77.

Outer Horizontal Surface is a plane, circular in shape, with its heights 500 ft above the established elevation of the airport, having a radius from the airport reference point of ten miles.

Primary Surface is a rectangular area at ground level, which includes the runway pavement up to the building restriction line, used for the purpose of take-offs, landing and taxiing.

Slope for FAA designated or Master Plan instrument runways are 50:1 (along the extended runway centerline approach surface); for runways 3200 ft in length or longer, the slope is 34:1; and for runways less than 3200 ft in length, the slope is 20:1.

Transitional Surface extends from the edge of all approach surfaces upward and outward to the intersection with the 149-foot horizontal surface at a slope of 7:1.

USGS denotes the United States Geological Survey which is responsible for mapping and remapping of the Continental United States and its territories.

APPENDIX

Airport Zoning Maps

Permit Process and Airspace Evaluation Flow Chart

Application for a Permit to Erect a Structure

Notice of Proposed Construction or Alteration

STATE OF MICHIGAN
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF AERONAUTICS



LANSING

KALAMAZOO COUNTY AIRPORT

Kalamazoo, Michigan

ZONING PLANS



AREA PLANNING COMMISSION

BOARD OF COUNTY COMMISSIONERS
 OF THE COUNTY OF KALAMAZOO

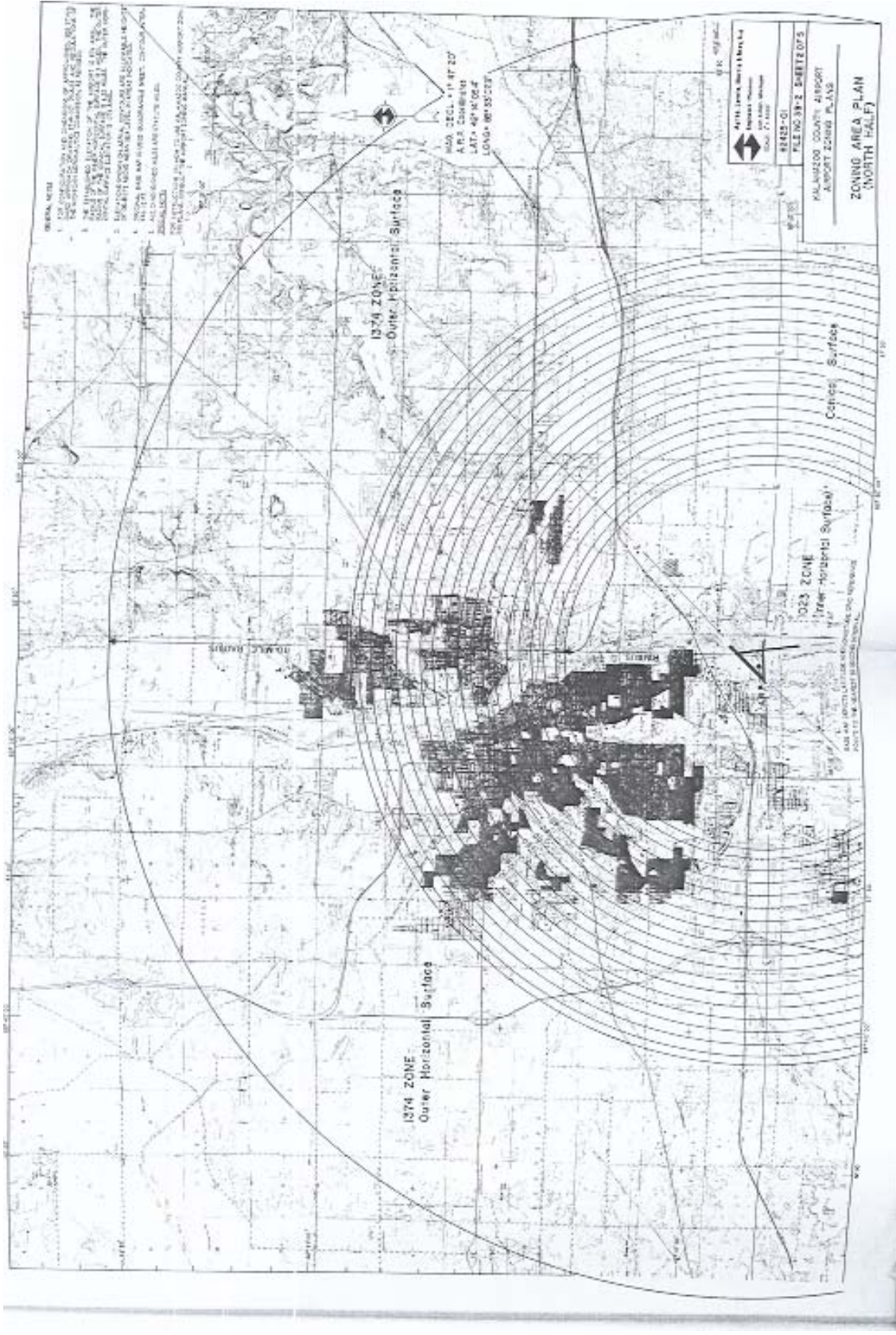
MICHIGAN AERONAUTICS COMMISSION

DESIGNERS & CONSULTANTS
 AIRTEL ENGINEERING, INC.
 1000 S. STATE ST.
 ANN ARBOR, MICHIGAN 48106

NO.	DESCRIPTION	DATE
1	PRELIMINARY ZONING PLAN	1967
2	FINAL ZONING PLAN	1967
3	REVISIONS	1967
4	REVISIONS	1967
5	REVISIONS	1967

INDEX TO SHEETS

AIRPORT TYPE: GENERAL TRANSPORT - AIR CARRIER - PRIMARY | FILE NUMBER: 31-2



GENERAL NOTES

1. THE ZONING MAP IS A PRELIMINARY PLAN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
2. THE ZONING MAP IS A PRELIMINARY PLAN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
3. THE ZONING MAP IS A PRELIMINARY PLAN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
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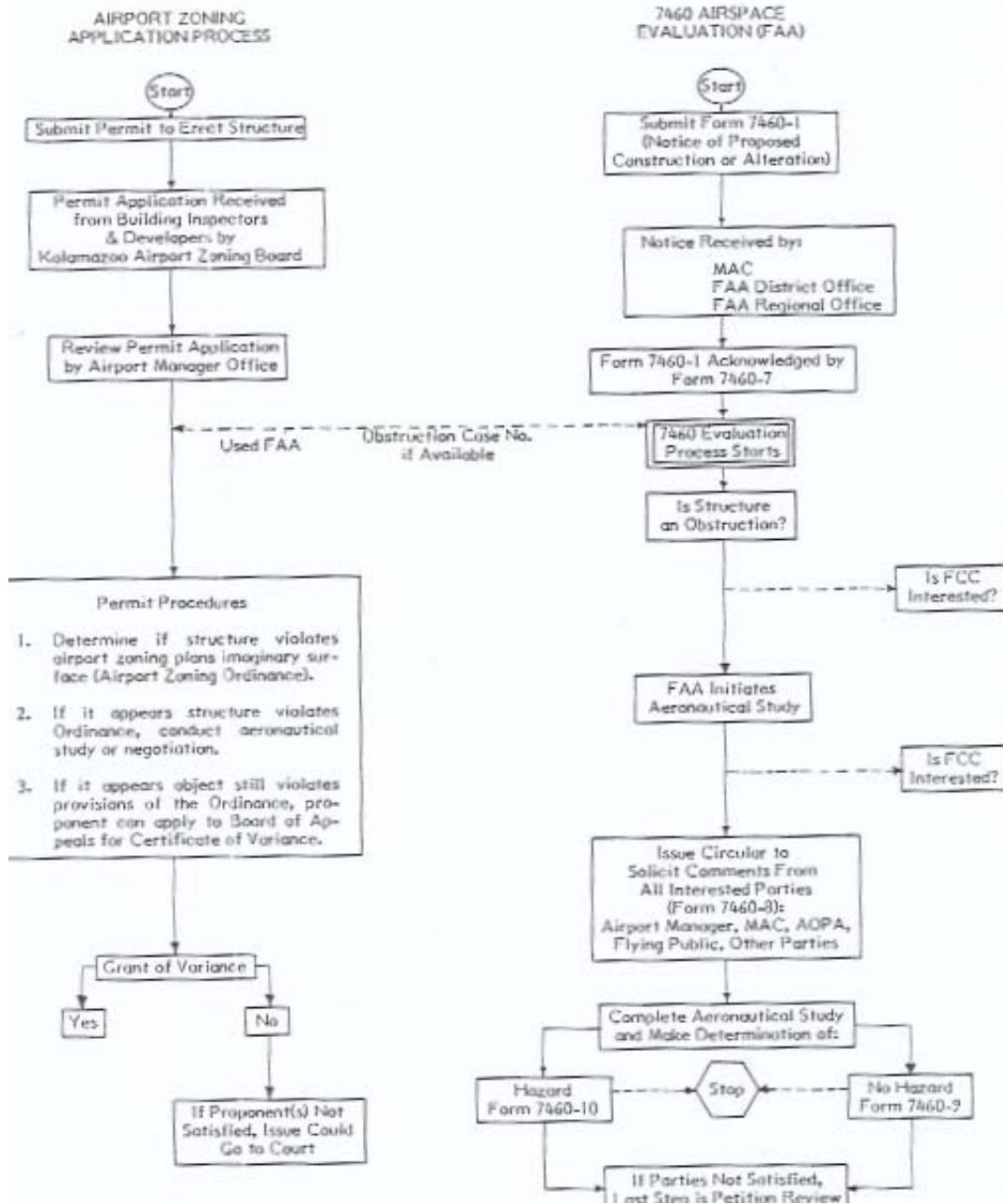
MASS. SECT. 11 47 23'
 LONG. 71° 00' 00"
 LAT. 42° 10' 00"
 LONG. 71° 00' 00"

4111 South Main Street, Inc.
 Planning Division
 100 State Street
 Boston, MA 02109

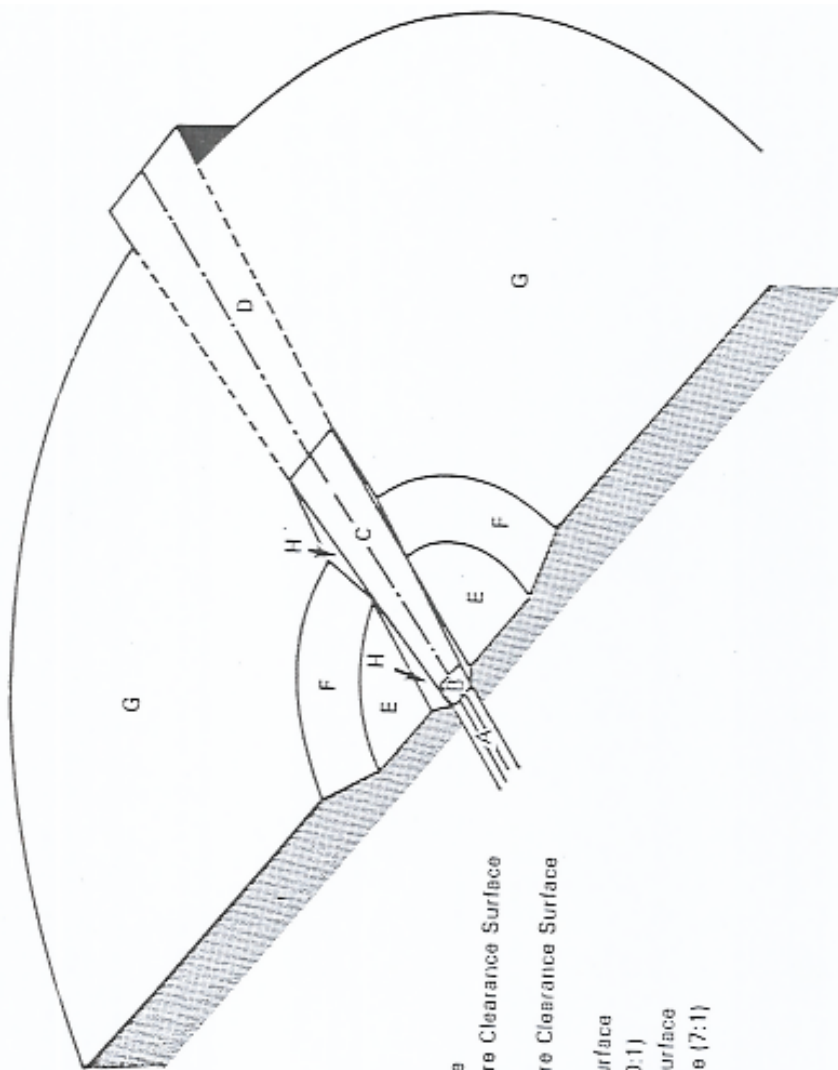
FILE NO. 39-2-SHET 075
 MALDEN COUNTY AIRPORT
 AIRPORT ZONING PLAN

**ZONING AREA PLAN
 (NORTH HALF)**

**PERMIT PROCESS AND AIRSPACE EVALUATION
FLOW CHART**



Airport Imaginary Surfaces



Legend

- A Primary Surface
- B Clear Zone Surface
- C Approach-Departure Clearance Surface (Glide Angle)
- D Approach-Departure Clearance Surface (Horizontal)
- E Inner Horizontal Surface
- F Conical Surface (20:1)
- G Outer Horizontal Surface
- H Transitional Surface (7:1)

KALAMAZOO AIRPORT ZONING AGENCY
KALAMAZOO COUNTY AIRPORT
5235 PORTAGE ROAD AT I-94
KALAMAZOO, MICHIGAN 49002
616) 345-1032

FAA Study No. _____
 Zoning Permit
 Number _____
 subject to all appropriate local
 Building Permits

APPLICATION FOR PERMIT TO ERECT A STRUCTURE

- INSTRUCTIONS:**
1. An application is required for any tree or structure to be installed, constructed, or altered within a 10-mile radius of the Airport if it is to exceed the height restrictions indicated in the Kalamazoo Airport Zoning Ordinance.
 2. Front and side elevations must be submitted with this application (item 4.)
 3. All radio and television antennae, chimneys, stacks, gables, tower, flagpole, or other addition attached to structures or sites are considered part of the structure in determining overall height.
 4. Fill in plot location on reverse side.
 5. Type or print all information.

1. NAME OF INDIVIDUAL OR COMPANY PROPOSING CONSTRUCTION, ALTERATION OR PLANTING: _____ 2. ADDRESS: _____	3. TYPE OF CONSTRUCTION: 3a. <input type="checkbox"/> New construction <input type="checkbox"/> Alteration (height change) 3b. <input type="checkbox"/> Permanent <input type="checkbox"/> Temporary
---	--

4. DESCRIPTION AND USE OF STRUCTURE (dimensions, type of construction, purpose, etc.): _____

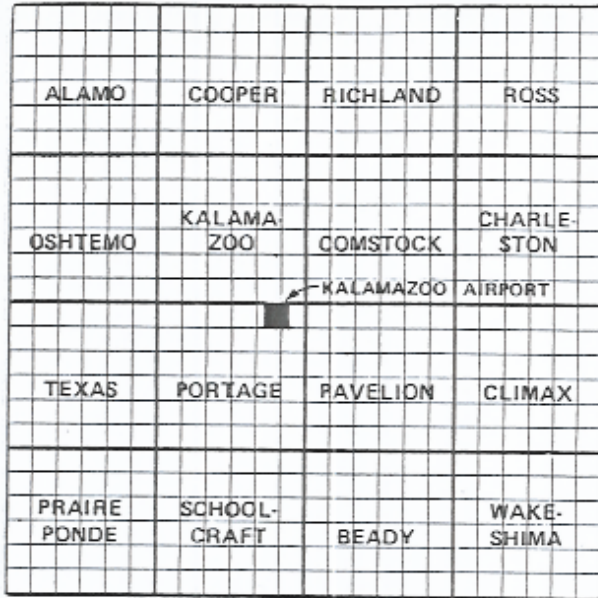
5. LOCATION OF STRUCTURE:

5a. Coordinates Latitude <table border="1" style="display: inline-table; width: 80px; height: 20px; text-align: center;"> <tr><td> </td><td> </td><td> </td></tr> </table> Longitude <table border="1" style="display: inline-table; width: 80px; height: 20px; text-align: center;"> <tr><td> </td><td> </td><td> </td></tr> </table>							5b. From Kalamazoo Airport Distance _____ Direction _____	5c. From extended centerline of Runway 17-35 Distance _____ (miles or feet)

6. HEIGHT AND ELEVATION: 6a. Elevation of site above mean sea level (ft.) _____ 6b. Height of structure proposed (ft.) _____ 6c. Overall height above mean sea level (6a & 6b) _____	7. WORK SCHEDULE DATES 7a. Start _____ 7b. Complete _____ Notify airport of actual start
---	---

8. IF APPLICATION FOR A TREE PERMIT, STATE KIND: _____

9. REMARKS: _____ _____	10. CERTIFICATION: I hereby certify that all statements on this application are true and correct. SIGNATURE: _____ DATE: _____ PHONE: _____ NOTARY PUBLIC STAMP: _____
-------------------------------	---



KALAMAZOO COUNTY
SCALE 1" = 6 MILES

INSTRUCTIONS:

1. BLOT OUT IN RED INK THAT SQUARE IN WHICH STRUCTURE IS TO BE LOCATED.

2. GIVE STRAIGHT LINE DISTANCE TO AIRPORT:

_____ (miles or feet)



For Zoning Board Use

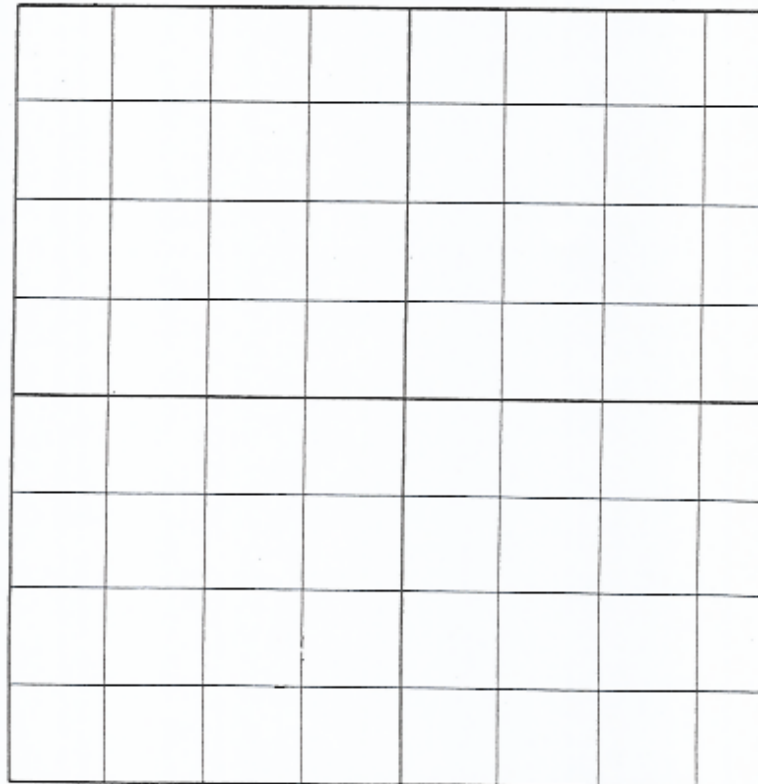
Approval will be withdrawn in the event an FAA Aeronautical Study determines the structure or object to be a hazard to aviation.

THIS SPACE REPRESENTS ONE SQUARE MILE SECTION OF LAND
SCALE: 1 INCH = 1,000 FEET

LOT NO. _____
 SUBDIVISION _____
 SECTION _____
 TOWNSHIP _____
 COUNTY _____

INSTRUCTIONS:

1. SHOW LOCATION OF PROPERTY INVOLVED WITH NUMBER OF FEET OF FRONTAGE AND DEPTH.
2. PLOT PROPOSED TREE OR STRUCTURE ON PROPERTY SHOWING APPROXIMATE DISTANCE FROM PROPERTY LINE.
3. PLOT ALL ABUTTING ROADS AND PROMINENT LANDMARKS AND INDICATE DISTANCE FROM THEM.



Distribution after approval: file; M.A.C.; applicant

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION		Aeronautical Study Number
1. Nature of Proposal A. Type <input checked="" type="checkbox"/> New Construction <input type="checkbox"/> Alteration B. Class <input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary (Duration _____ months) C. Work Schedule Dates Beginning <u>12/21/85</u> End <u>06/22/86</u>		2. Complete Description of Structure A. Include effective radiated power and assigned frequency of all existing, proposed or modified AM, FM, or TV broadcast stations utilizing this structure. B. Include size and configuration of power transmission lines and their supporting towers in the vicinity of FAA facilities and public airports. C. Include information showing site orientation, dimensions, and construction materials of the proposed structure. FM Antenna Tower ERP - 3,000 Watts Frequency - 105.5 MHz
3A. Name and address of individual, company, corporation, etc. proposing the construction or alteration. (Number, Street, City, State and Zip Code) (202) <u>476-9777</u> Area Code Telephone Number Eleanor J. Williams D/B/A E. J. Enterprises P. O. Box 23150 Washington, DC 20026 B. Name, address and telephone number of proposer's representative if different than 3 above. N/A		
4. Location of Structure A. Coordinates (To nearest second) 34° 47' 30" Latitude 86° 18' 49" Longitude B. Nearest City or Town, and State Huntsville, Alabama C. Name of nearest airport, heliport, lightspk, or seaplane base Huntsville North Arpr (1) Distance from structure to nearest point of nearest runway <u>6.2 NM</u> (2) Direction from structure to airport East Northeast		5. Height and Elevation (Complete to the nearest foot) A. Elevation of site above mean sea level 1130 B. Height of Structure including all appurtenances and lighting (if any) above ground, or water if so situated 201 C. Overall height above mean sea level (A + B) 1331
3. Description of location of site with respect to highways, streets, airports, prominent terrain features, existing structures, etc. Attach a U.S. Geological Survey quadrangle map or equivalent showing the relationship of construction site to nearest airport(s). (If more space is required, continue on a separate sheet of paper and attach to this notice.) Structure to be built on top of Drake Mountain. (See attached copy of quadrangle map and copy of Atlanta Sectional)		
<small>Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1101 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1101). Persons who knowingly and willfully violate the notice requirements of Part 77 are subject to a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1472(a)).</small>		
I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking & lighting standards if necessary.		
Date 10/22/85	Typed Name/Title of Person Filing Notice Eleanor J. Williams, Owner	Signature <i>Eleanor J. Williams</i>
FOR FAA USE ONLY		FAA will either return this form or issue a separate acknowledgement.
The Proposal: <input type="checkbox"/> Does not require a notice to FAA. <input type="checkbox"/> Is not identified as an obstruction under any standard of FAR, Part 77, Subpart C, and would not be a hazard to air navigation. <input type="checkbox"/> Is identified as an obstruction under the standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation. <input type="checkbox"/> Should be obstruction <input type="checkbox"/> marked, <input type="checkbox"/> lighted per FAA Advisory Circular 70/7460-1, Chapter(s) _____ <input type="checkbox"/> Obstruction marking and lighting are not necessary.		Supplemental Notice of Construction FAA Form 7460-2 is required any time the project is abandoned, or <input type="checkbox"/> At least 48 hours before the start of construction. <input type="checkbox"/> Within five days after the construction reaches its greatest height. This determination expires on _____ unless: (a) extended, revised or terminated by the issuing office, (b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application. NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date. If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.
Remarks: 		
Issued In	Signature	Date

Before completing this form it is recommended that the following excerpts from the Federal Aviation Regulations, Part 77, Subchapter B below be reviewed.
USE BACK OF THIS SHEET AS WORKSHEET

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in subparagraph (5) of this paragraph with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in subparagraph (5) of this paragraph with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in subparagraph (5) of this paragraph.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of subparagraph (1) or (2) of this paragraph.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the Current Airmen's Information Manual or in either the Alaska or Pacific Airmen's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of the construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the area involved, if—

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Chief, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates—

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of Part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height must contain a detailed showing directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety, that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Chief, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL OFFICES AND SAN JUAN OFFICE

Alaskan Region AK

Alaskan Regional Office
Air Traffic Division AAL-530
701 "C" Street
Anchorage, AK 99513
Mail Address:
701 "C" Street, Box 14
Anchorage, AK 99513
Tele. 907-271-5822

Central Region NE, IA, MO, KS

Central Regional Office
Air Traffic Division ACE-530
601 East 12th Street
Kansas City, MO 64106
Tel. 816-374-3408

Western-Pacific Region HI, CA, NV, AZ, GU

Western-Pacific Regional Office
Air Traffic Division AWP-530
15000 Aviation Boulevard
Hawthorne, CA 90250
Mail Address:
AWP-530
P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009
Tel. 213-536-6162

Southern Region KY, TN, NC, SC, GA, AL, MS, FL

Southern Regional Office
Air Traffic Division ASO-530
3400 Norman Berry Drive
East Point, GA 30244
Mail Address:
P.O. Box 20006
Atlanta, GA 30320
Tel. 404-763-7646

Northwest Mountain Region WA, OR, MT, ID, WY, UT, CO

Northwest Mountain Regional Office
Air Traffic Division ANM-530
17000 Pacific Hwy. South
C-42898
Seattle, WA 98168
Tel. 206-431-2530

Eastern Region NY, PA, WV, VA, DC, MD, DE, NJ

Eastern Regional Office
Air Traffic Division AEA-530
JFK International Airport
Federal Building
Jamaica, NY 11430
Tel. 212-917-1228

Southwest Region NM, TX, OK, AR, LA

Southwest Regional Office
Air Traffic Division ASW-530
4400 Blue Mound Road
Fort Worth, TX 76101
Mail Address:
P.O. Box 1689
Fort Worth, TX 76101
Tel. 817-677-2640

San Juan Office VI, PR

DOT/FAA
San Juan CERAP
ATTN: ML & SO
GPO Section
San Juan, PR 00936
Tel. 809-791-1615

Great Lakes Region ND, WI, MI, SD, IL, OH, MN, IN

Great Lakes Regional Office
Air Traffic Division AGL-530
2300 East Devon Avenue
Des Plaines, IL 60018
Tel. 312-694-7458

New England Region MA, NH, VT, RI, CT, ME

New England Regional Office
Air Traffic Division ANE-530
12 New England Executive Park
Burlington, MA 01803
Tel. 617-273-7287



KALAMAZOO COUNTY
AIRPORT ZONING
MEASURING TEMPLATE
FOR USE ON AREA MAPS
SCALE OF 1" = 3000'

