

# Navigating the FAA's Obstruction Evaluation Process

Presented to: Tower Cranes North America (TCNA)

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Date: June 18, 2018



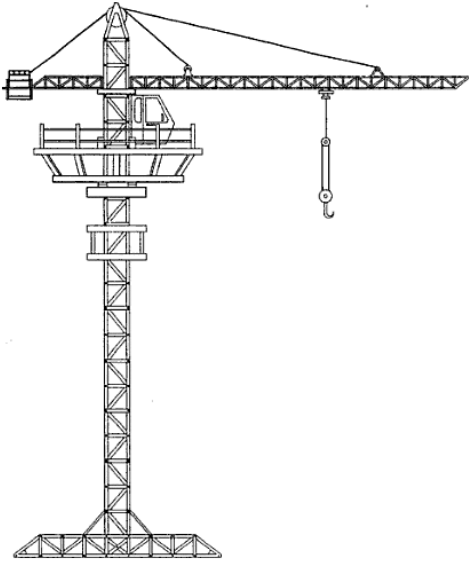
**Federal Aviation  
Administration**

# Overview



# Agenda

- **The FAA's authority**
- **The sponsor's responsibilities**
- **What we do with aeronautical studies**
- **What you can expect (OE Process)**
- **Questions and Answers**



# The FAA's Authority



- **Title 49, U.S. Code, § 44718**  
*Structures interfering with air commerce or national security*
- **Title 14, U.S. Code, Part 77**  
*Safe, efficient use, and preservation of the navigable airspace*




# The Sponsor's Responsibilities

## 1. File notice when...

- In **proximity** to an airport or navigation facility
- Any structure **over 200 feet** tall
- When requested by the FAA

**Notice Criteria Tool - <https://oeaaa.faa.gov>**





Federal Aviation Administration

[OE/AAA](#)

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**Obstruction Evaluation**  
Version 2016.4.4

**Notice Criteria Tool**

faa.gov Tools: [Print this page](#)

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Notice Criteria Tool - Desk Reference Guide V\_2014.2.0

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference [CFR Title 14 Part 77.9](#).

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the [Air Traffic Areas of Responsibility map](#) for Off Airport construction, or contact the [FAA Airports Region / District Office](#) for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:  Deg  M  S

Longitude:  Deg  M  S

Horizontal Datum:

Site Elevation (SE):  (nearest foot)

Structure Height :  (nearest foot)

Traverseway:

(Additional height is added to certain structures under 77.9(c). User can increase the default height adjustment for Traverseway, Private Roadway and Waterway)

Is structure on airport:

No

Yes

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# The Sponsor's Responsibilities

- 2. Provide additional information**
- 3. Notify FAA of changes, construction start, and reaching final height**
- 4. Respond to Notice of Presumed Hazard**
  - Mitigate; request further study; terminate
- 5. Mark and light (if required)**
- 6. Request extensions (if needed)**



# What We Do

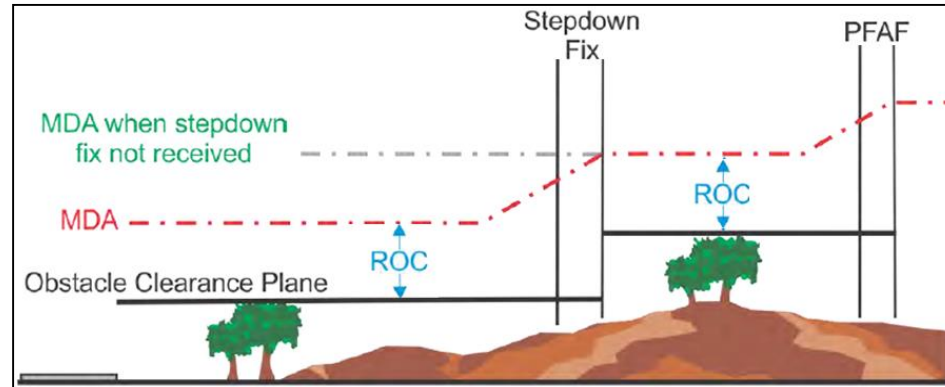
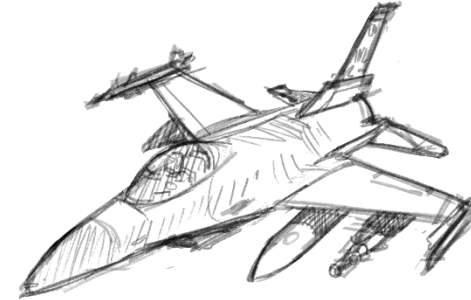
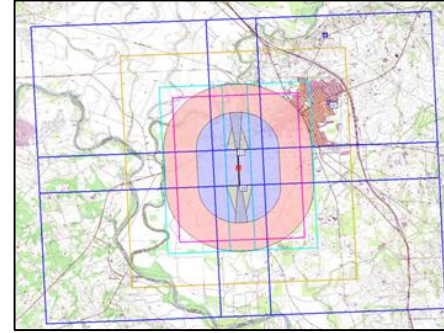
- **Verify and validate submission**
- **Establish a study and issue an Aeronautical Study Number (ASN)**  

Ex: ASN-2018-ASO-123-OE
- **Coordinate across stakeholders**
- **Issue a determination or Notice of Presumed Hazard (NPH)**





# Aeronautical Study Coordination



# Study Results

- **No objections - Favorable Determination**
- **Objections - Notice of Presumed Hazard**
  - NPH is a pre-decisional notification that the FAA has concerns and invites sponsor's input or negotiations
  - Sponsor has 60-days to change the structure (i.e., reduce height), terminate the study or request further study



# Determining Adverse Effect

*FAA Order JO 7400.2 K, paragraph 6-3-3*

A structure has an adverse effect if it exceeds obstruction standards of Part 77 **or** has physical or electromagnetic radiation effect on air navigation facilities, **and** one of the following...

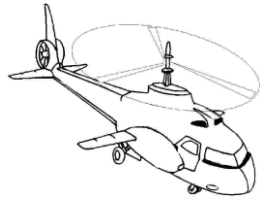
- Requires a change to an existing or planned IFR procedure
- Requires a VFR operation to change
- Restricts the clear view from the control tower cab
- Derogates airport capacity/efficiency
- Affects future VFR and/or IFR operations as indicated by plans on file
- Affects usable length of an existing or planned runway



# Determining Significant Volume

*FAA JO 7400.2K, paragraph 6-3-4*

The type of activity must be considered in reaching a decision on the question of what volume of aeronautical activity is “significant.”



# Further Study

- When requested, Further Study is conducted to determine the **extent of adverse effect**
- Further study may be coordinated with ATC facilities, circularized for public comment, or include more in-depth analysis
- Further study includes opportunity to propose mitigations



# Survey Requirements



Surveys are not required... except in special cases

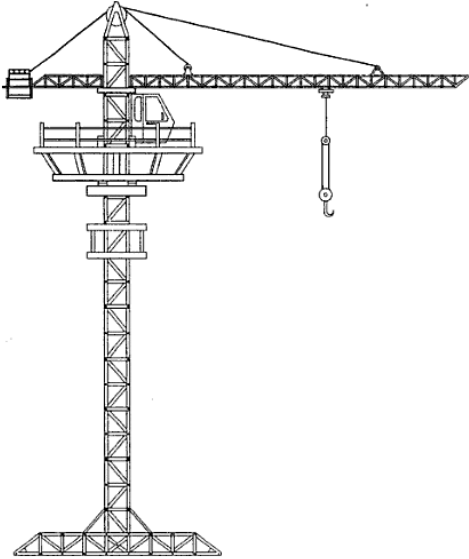
When requested by the FAA, surveys must:

- Be stamped and signed by a surveyor registered in the state
- Include location based on North American Datum of 1983
- Include latitude/longitude to the hundredth of a second
- Include site elevation based on North American Vertical Datum of 1988



# Wrap Up

- **The FAA's authority**
- **The sponsor's responsibilities**
- **What we do with aeronautical studies**
- **What you can expect (OE Process)**
- **Questions and answers**



# Questions & Contact

[HTTPS://oeaaa.faa.gov](https://oeaaa.faa.gov)

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