

## **SECTION A-6 AIRPORT CLEARANCE REQUIREMENTS FOR PROJECTS**

During the Project Planning Stage, the Designer will determine if there is a potential for substandard airway - highway clearance, or other potential hazard, as determined by the project's location listed below:

1. Within 7,000 meters of public use or military airports with at least one runway greater than 975 meters in length.
2. Within 3,000 meters of public use or military airports with runways with a length of 975 meters or less.
3. Within 1,500 meters of public use, military, or hospital heliports.
4. Any permanent or temporary construction or alteration including any equipment, materials or apparatus that would be more than 61 meters in height above ground level at its site.
5. Construction of wetlands or stormwater management ponds within 8100 meters of a public use or military airport.

The Designer will request a review and coordinate notice requirements for any project determined to be within the applicable limits as listed above. A list of airports, as of the printing of these instructions, is provided at the end of this section for assistance in locating applicable airports. The request for review will be made to the Location & Design Airport Clearance Coordinator in the Photogrammetry and Survey Section by Form LD-252.

The Airport Clearance Coordinator will determine current Federal Aviation Administration (FAA) requirements pertaining to the subject project and notify the FAA as early as possible. Part 77 of the Federal Aviation Regulations and the U. S. Department of Transportation FAA Advisory Circular 70/7460-21 contain FAA requirements as of the printing of these instructions.

All evaluations will be determined by using U.S.G.S. or N.G.S. (U.S.C. & G.S.) datum or datum matching quadrangle sheets. In no case will assumed data or local city or town datum be used.

When a new corridor is being developed or an existing corridor is being redeveloped to add lanes, interchanges, etc., the entire corridor is to be reviewed for clearance requirements at a very early stage.

For Final Design, the corridor will probably be divided into multiple projects and be handled by different design sections and/or in a District Office. The establishment of the proposed grade elevations based on the airport clearance requirements at an early stage is important because grade adjustments on a Final Design Project by a section may create major design adjustments on an adjoining project that is being prepared by another section or District Office.

When lighting is required on a project or possible addition in the future, the pole heights are to be considered in the initial review for clearance requirements. Although a highway may present no problems with vertical clearances, the use of certain types of materials (such as fencing, lighting, etc.) may affect navigational equipment. Also, the use of large construction equipment (such as cranes) may cause encroachment of navigable airspace. Encroachment problems may also result from signs and/or lighting added several years after the roadway completion.

When proposed construction or maintenance activities initiated by other Divisions (i.e. Environmental, Structure and Bridge, Maintenance, Traffic Engineering) or a District Office are within the limits (specified earlier in this section) of airports or heliports, the Location and Design Highway Airport Clearance Coordinator is to be notified by Form LD-252.

When potential clearance conflicts are determined, the designer will contract the Highway Airport Clearance Coordinator via Form LD-252 and request a review. The Designer will submit Form LD-252; one (1) print of the title, typical section(s), and applicable plan and profile sheets for the Highway Airport Clearance Coordinator's review.

The Highway Airport Clearance Coordinator will evaluate the appropriate desirable clearance dimensions between highway surfaces and airway approach zones and, if necessary, request that the designer furnish prints of applicable project plan sheets. This is for early communication between the FHWA, FAA, and the Department and for alerting the FAA of potential hazards to aviation.

When a potential problem exists, FAA Form 7460-1 (notice of proposed construction or alternation), or current form, along with appropriate project review data will be filled by the Highway Airport Clearance Coordinator. A Notice of Construction or Alteration to the Federal Aviation Administrator is required for any proposed construction or alteration. This applies to, but is not limited to, the following:

1. Any object of natural growth or terrain.
2. Permanent or temporary construction or alteration, including equipment or materials used therein, and/or apparatus of a permanent or temporary character.
3. Structures with a change in height (including appurtenances) or lateral dimensions, including equipment or materials used therein.
4. Proposed changes in the land use practices that would attract or sustain hazardous wildlife populations at or near airports.

**Associated City**

**Airport**

Abingdon	Virginia Highlands Airport
Ashland	Hanover County Municipal Airport
Blacksburg	Virginia Tech Airport
Blackstone	Blackstone AAF/A. C. Perkinson
Bridgewater	Bridgewater Airpark
Brookneal	Brookneal-Campbell County Airport
Bumpass	Lake Anna Airport
Charlottesville	Charlottesville-Albemarle Co. Airport
Chase City	Chase City Airport
Chesapeake	Chesapeake Municipal Airport
Chesterfield	Chesterfield County Airport
Clarksville	Marks Municipal Airport
Crewe	Crewe Municipal Airport
Culpeper	Culpeper County Airport
Danville	Danville Regional Airport
Dublin	New River Valley Airport
Emporia	Emporia Municipal Airport
Farmville	Farmville Municipal Airport
Forest	New London Airport
Franklin	Franklin Municipal Airport
Fredericksburg	Shannon Airport
Front Royal	Front Royal-Warren County Airport
Galax	Twin County Airport
Gordonsville	Gordonsville Municipal Airport
Grundy	Grundy Municipal Airport
Hot Springs	Ingall's Field
Kenbridge	Lunenburg County Airport
Lawrenceville	Lawrenceville-Brunswick Co. Airport
Leesburg	Leesburg Municipal Airport
Louisa	Louisa County Airport/Freeman Field
Luray	Luray Caverns Airports
Lynchburg	Falwell Airport Lynchburg Regional Airport
Manassas	Manassas Municipal Airport Whitman Strip
Marion/ Wytheville	Mountain Empire
Martinsville	Blue Ridge Airport
Melfa	Accomack County Airport
Moneta	Smith Mountain Lake Airport
New Market	New Market Airport
Newport News	Newport News-Williamsburg International
Norfolk	Norfolk International Airport

(continued list of airports)

<b><u>Associated City</u></b>	<b><u>Airport</u></b>
Orange	Orange County Airport
Pennington Gap	Lee County Airport
Petersburg	Petersburg-Dinwiddie Airport
Portsmouth	Hampton Roads Airport
Quinton	New Kent Airport
Tazewell	Tazewell Airport
Richmond	Richmond International Airport
	Chesterfield County Airport
	Hanover County Municipal Airport
	New Kent County Airport
Roanoke	Roanoke Regional Airport
Saluda	Hummel Field
Somerville	Hartwood Airport
South Boston	William M. Tuck Airport
South Hill	Mecklenburg-Brunswick Airport
Staunton	Shenandoah Valley Regional Airport
Suffolk	Suffolk Municipal
Tangier	Tangier Island Airport
Tappahannock	Tappahannock Municipal Airport
Wakefield	Wakefield Municipal Airport
Warrenton	Warrenton-Fauquier Airport
Washington, D.C.	Washington Dulles International Airport
	Washington National Airport
Waynesboro	Eagle's Nest
Weirwood	Kellam Field
West Point	West Point Municipal
Williamsburg	Williamsburg - Jamestown Airport
	Newport News-Williamsburg International
Winchester	Winchester Regional Airport
Wise	Lonesome Pine Airport
<b><u>Associated Area</u></b>	<b><u>Military Airfields</u></b>
Fort Belvoir	Davidson AAF
Fort Eustis	Felker AAF
Norfolk	NAS Norfolk
Poquoson	Langley
Quantico	MCAF Quantico
Va. Beach	NAS Oceana
	NALF Fentress