

Gravina Access Project

Appendix C FHWA Determination of No Hazard to Air Navigation

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Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2009-AAL-147-OE

Issued Date: 07/10/2009

Jim Lowell, PE
 Alaska Dept of Transportation and Public Facilities
 6860 Glacier Highway
 Juneau, AK 99801

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Bridge Nearest Point - Alignment C 3-4
 Location: Ketchikan, AK
 Latitude: 55-21-36.89N NAD 83
 Longitude: 131-43-03.21W
 Heights: 142 feet above ground level (AGL)
 159 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 01/10/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 09, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on August 19, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Robert van Haastert, at (907)271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AAL-147-OE.

Signature Control No: 631414-116063639

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2009-AAL-147-OE

NARRATIVE AERONAUTICAL STUDY NO. 2009-AAL-147-148-149-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

IFR - instrument flight rules

VFR - visual flight rules

nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This proposal identifies three points of the proposed Ketchikan International Airport (KTN) access road and bridge. 2009-AAL-147-OE is on Gravina Island near KTN, 2009-AAL-148-OE is near the midpoint of the bridge in the Tongass Narrows, and 2009-AAL-149-OE is on the mainland, located northwest of Ketchikan, AK. KTN elevation: 89 feet MSL.

2009-AAL-147-OE, 142 feet AGL, 159 feet MSL, 1,372 feet from KTN RWY 11 threshold.

2009-AAL-148-OE, 265 feet AGL, 265 feet MSL, 2,196 feet from KTN RWY 11 threshold.

2009-AAL-149-OE, 0 feet AGL, 283 feet MSL, 3,516 feet from KTN RWY 11 threshold.

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed bridge and access road points are identified as obstructions under these two Part 77 standards:

1) Section 77.25(a) -- The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.23, 77.25, or 77.29. Two points would exceed the VFR maneuvering areas for Category A and Category B aircraft (horizontal surface) at KTN:

2009-AAL-148-OE, would exceed the KTN horizontal surface by 26 feet, and

2009-AAL-149-OE, would exceed the KTN horizontal surface by 44 feet.

2) Section 77.25(e) -- The transitional surface area designated to prevent tall structures from being located at the edge of the primary and approach surfaces of an airport established under 77.23, 77.25, or 77.29.

2009-AAL-147-OE, would exceed the KTN RWY 11 transitional surfaces by 59 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows:

Adverse Impact - The proposed bridge and access road would exceed the Part 77 horizontal surface by 44 feet and exceed the KTN RWY 11 transitional surface by 59 feet. Proposed bridge and access road would be located approximately 12,645 feet northwest of the Ketchikan Harbor (5KE) Seaplane Base. The Revilla Corridor Operation and Letter of Agreement will be adversely impacted.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: None.

c. The impact on all planned public-use airports and aeronautical facilities follow: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 29 May 2009 and no comments were received by 10 July 2009.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

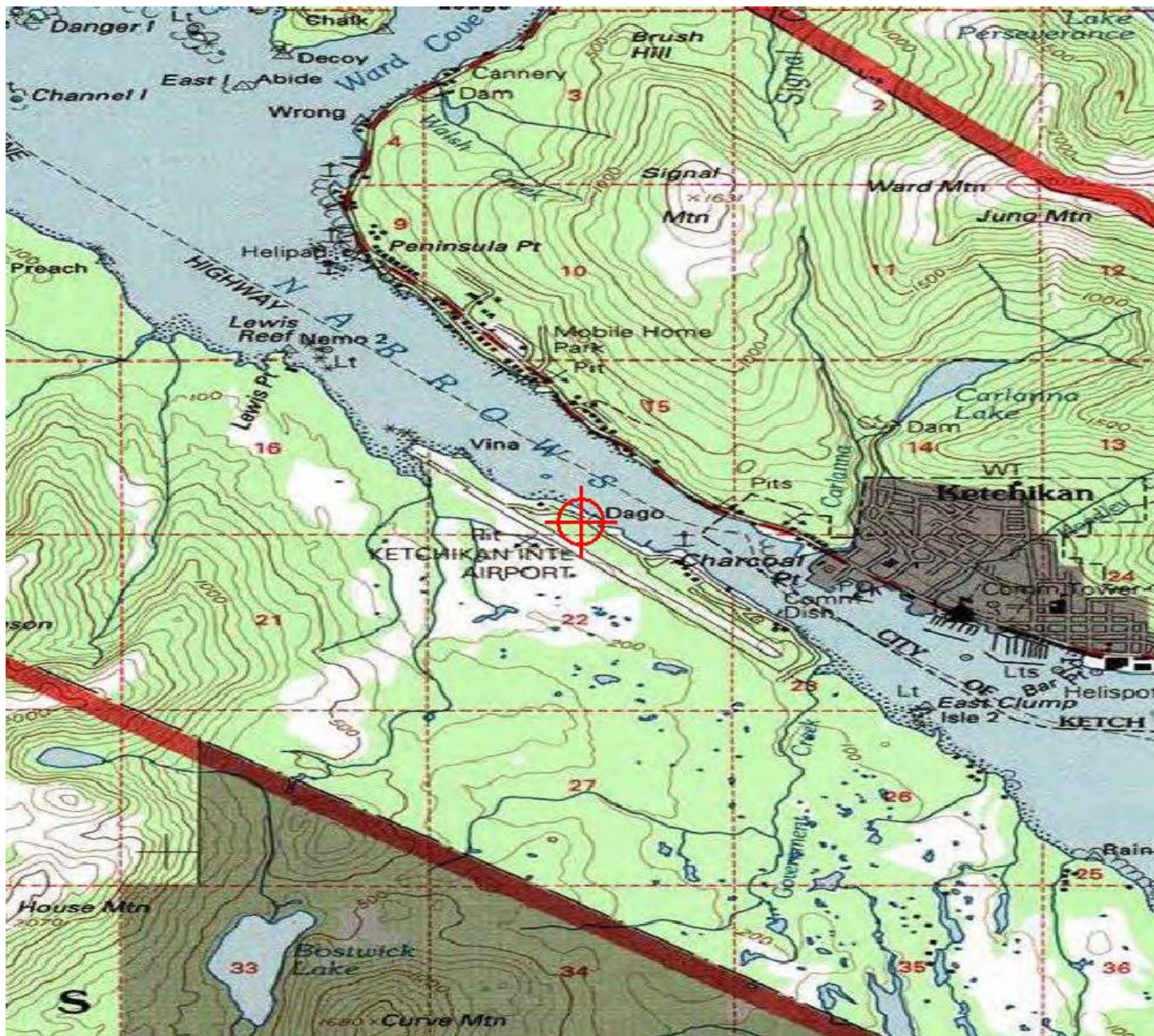
The proposed antenna would exceed the KTN Part 77 horizontal surfaces by 44 feet, exceed the transitional surface by 59 feet, and the Revilla Corridor Operation and Letter of Agreement will be adversely impacted, however, there are no IFR effects and no objections to the identified Special VFR effects were raised. The incorporation of obstruction marking and lighting will mitigate the Part 77 penetrations and provide the necessary pilot conspicuity.

7. CONDITIONS

The structure shall be marked and lighted as outlined in chapters 4, 5, and 12, of Advisory Circular AC 70/7460-1K. The advisory circular is available online at https://oeaaa.faa.gov/oeaaa/external/content/AC70_7460_1K.pdf. It is also free of charge, from the Department of Transportation, Subsequent Distribution Section, M-494.3, 400 7th Street, SW, Washington, DC 20590.

Within five days after the structure reaches its greatest height, proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This Actual Construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the National Aeronautical Charting Group (NACG) to map the structure on aeronautical charts and update the national obstruction database.

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Aeronautical Study No.
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Jim Lowell, PE
 Alaska Dept of Transportation and Public Facilities
 6860 Glacier Highway
 Juneau, AK 99801

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Bridge Mid-Point Alignment C3-4
 Location: Ketchikan, AK
 Latitude: 55-21-48.76N NAD 83
 Longitude: 131-42-50.26W
 Heights: 265 feet above ground level (AGL)
 265 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 01/10/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 09, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on August 19, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Robert van Haastert, at (907)271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AAL-148-OE.

Signature Control No: 631415-116063638

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2009-AAL-148-OE

NARRATIVE AERONAUTICAL STUDY NO. 2009-AAL-147-148-149-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

IFR - instrument flight rules

VFR - visual flight rules

nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This proposal identifies three points of the proposed Ketchikan International Airport (KTN) access road and bridge. 2009-AAL-147-OE is on Gravina Island near KTN, 2009-AAL-148-OE is near the midpoint of the bridge in the Tongass Narrows, and 2009-AAL-149-OE is on the mainland, located northwest of Ketchikan, AK. KTN elevation: 89 feet MSL.

2009-AAL-147-OE, 142 feet AGL, 159 feet MSL, 1,372 feet from KTN RWY 11 threshold.

2009-AAL-148-OE, 265 feet AGL, 265 feet MSL, 2,196 feet from KTN RWY 11 threshold.

2009-AAL-149-OE, 0 feet AGL, 283 feet MSL, 3,516 feet from KTN RWY 11 threshold.

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed bridge and access road points are identified as obstructions under these two Part 77 standards:

1) Section 77.25(a) -- The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.23, 77.25, or 77.29. Two points would exceed the VFR maneuvering areas for Category A and Category B aircraft (horizontal surface) at KTN:

2009-AAL-148-OE, would exceed the KTN horizontal surface by 26 feet, and

2009-AAL-149-OE, would exceed the KTN horizontal surface by 44 feet.

2) Section 77.25(e) -- The transitional surface area designated to prevent tall structures from being located at the edge of the primary and approach surfaces of an airport established under 77.23, 77.25, or 77.29.

2009-AAL-147-OE, would exceed the KTN RWY 11 transitional surfaces by 59 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows:

Adverse Impact - The proposed bridge and access road would exceed the Part 77 horizontal surface by 44 feet and exceed the KTN RWY 11 transitional surface by 59 feet. Proposed bridge and access road would be located approximately 12,645 feet northwest of the Ketchikan Harbor (5KE) Seaplane Base. The Revilla Corridor Operation and Letter of Agreement will be adversely impacted.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: None.

c. The impact on all planned public-use airports and aeronautical facilities follow: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 29 May 2009 and no comments were received by 10 July 2009.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

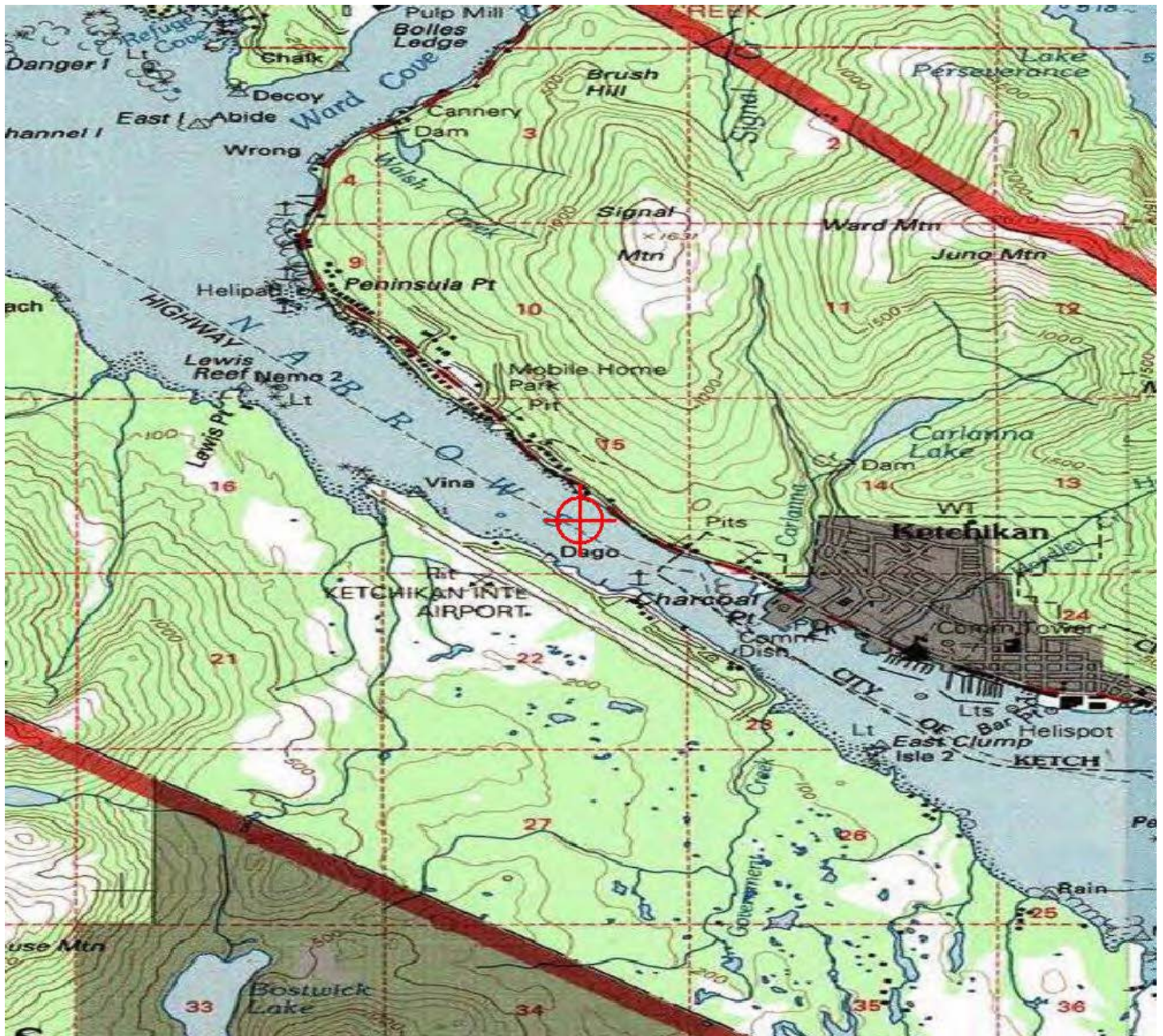
The proposed antenna would exceed the KTN Part 77 horizontal surfaces by 44 feet, exceed the transitional surface by 59 feet, and the Revilla Corridor Operation and Letter of Agreement will be adversely impacted, however, there are no IFR effects and no objections to the identified Special VFR effects were raised. The incorporation of obstruction marking and lighting will mitigate the Part 77 penetrations and provide the necessary pilot conspicuity.

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Structure: Bridge Access Road Alignment C 3-4
 Location: Ketchikan, AK
 Latitude: 55-21-57.86N NAD 83
 Longitude: 131-42-32.55W
 Heights: 0 feet above ground level (AGL)
 283 feet above mean sea level (AMSL)

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Signature Control No: 631416-116063640

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

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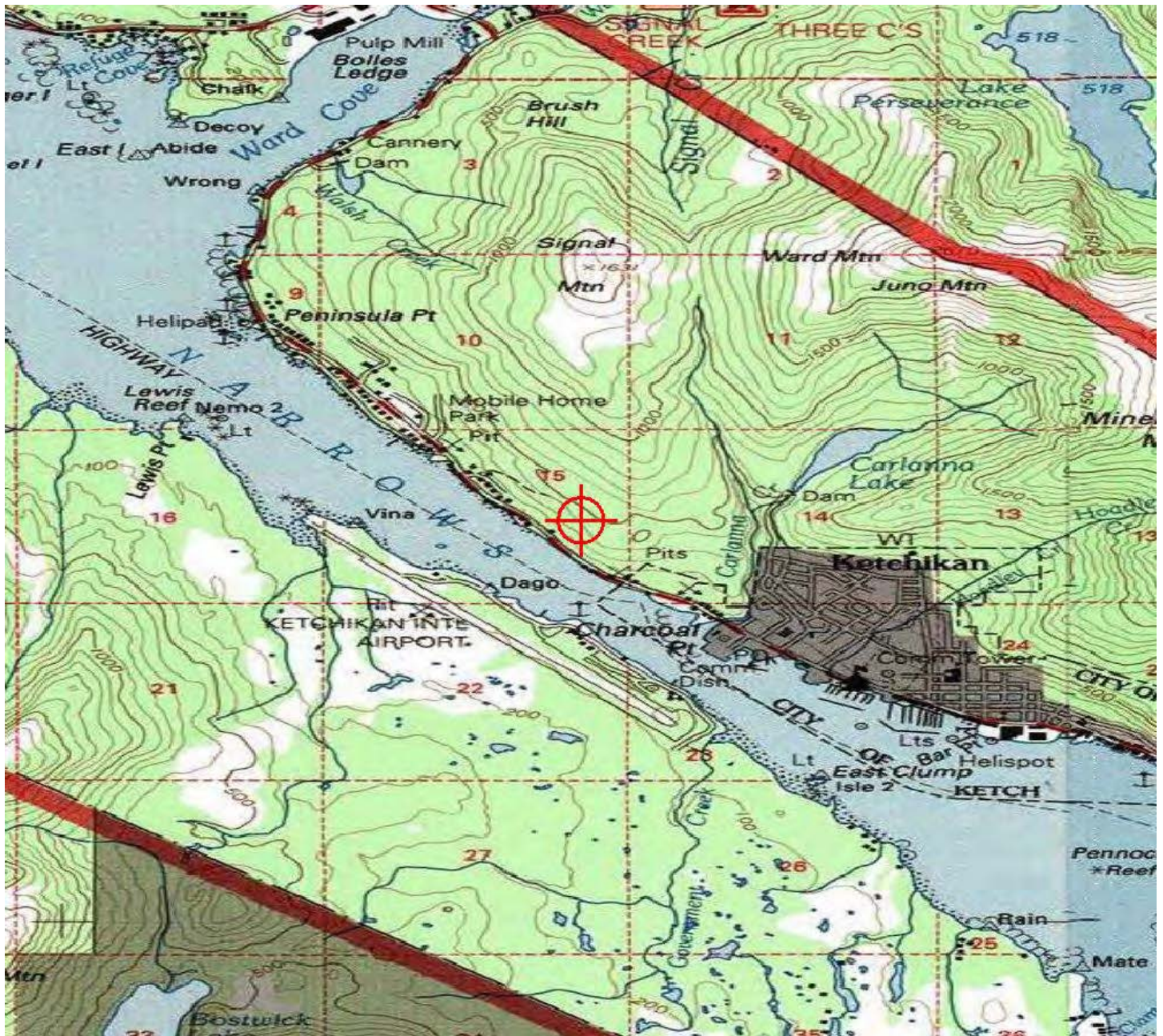
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