

GRANT ASSURANCE #20

Resource: *Airport Sponsor Assurances* (4/2012)

[http://www.faa.gov/airports/aip/grant_assurances/media/airport_sponsor_assurances_2012.pdf]

20. Hazard Removal and Mitigation.

It [the airport sponsor] will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) 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.

Obstruction Hazards

Airports developed by or improved with federal funds are federally obligated to *reasonably* prevent the growth or establishment of obstructions in navigable airspace or adverse impacts to NAVAIDs. Only FAA determines whether objects are hazards to navigable airspace or NAVAIDs. FAA makes these determinations based on data submitted via their OE/AAA website – no more FAA Form 7460 paper submissions!

If the FAA determines that the proposed object will penetrate airspace or adversely affect NAVAID equipment, the FAA can require, as a condition to a no-hazard determination, that the proponent (1) reduce the height of the object, (2) change the broadcast frequency, or (3) outfit the object with obstruction marking and lighting. In cases where the FAA determines the object will be a hazard to air navigation, the FAA can issue a hazard determination, which may have the effect of prohibiting the project from being constructed.

At airports where these obstructions in the approach area cannot feasibly be removed, relocated, or lowered but are declared hazardous, the FAA may consider approving a displacement or relocation of the threshold, or modifying the approach minima to ensure safe approaches.

“Zoning is one means for protecting against obstructions, but may not be the best means since zoning can change and property owners may receive variances. Avigation and clearing easements may be a more effective means of protection.”

Source: FAA AC 150/5190-6B

Wildlife Hazards

Aircraft collisions with birds and other wildlife pose a serious public safety problem. When considering proposed land uses, airport operators, local planners, and developers must take into account whether the proposed land uses, including new development projects, will increase wildlife hazards and take appropriate actions to mitigate those hazards.

Resources:

- FAA Order 5190.6B, *FAA Airport Compliance Manual*, Chapter 7 (http://www.faa.gov/documentLibrary/media/Order/5190_6b.pdf)
- FAA AC 150/5190-4A *A Model Zoning Ordinance to Limit Height of Objects Around Airports*, (http://www.faa.gov/documentLibrary/media/advisory_circular/150-5190-4A/150_5190_4A.PDF)
- FAA AC 70-7460-1K *Obstruction Marking and Lighting*, ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/B993DCDFC37FCDC486257251005C4E21/\\$FILE/AC70_7460_1K.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/B993DCDFC37FCDC486257251005C4E21/$FILE/AC70_7460_1K.pdf))
- Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) (<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>)
- FAA AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports* (http://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf)

Key Terms to Remember:

Terminal Airspace: The protected airspace defined in 14 CFR Part 77.

Navigable Airspace: Generic term for approach, departure, and enroute aircraft operating areas.

Obstruction: Natural or manmade objects that penetrate surfaces defined in 14 CFR Part 77, *Objects Affecting Navigable Airspace*.

NAVAIDs: An abbreviation of “navigational aids.”