THESE ARE NOT O.K.



(1) LOWERING THE HEIGHT

(2) FORMAL AERONAUTICAL STUDY REQUIRING PUBLIC NOTICE [90-120 days to complete]

(3) BURYING THE LINE



Issued Date: 10/25/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location: ADDISON, TX
Latitude: 32-57-21.21 NAD 83

Longitude: 96-49-47.7

1011g1cade: 96-49-47.7

Heights: 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 35 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4276-OE.

Signature Control No: 391500-320717

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4276-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 8 feet.

In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 3 feet.

- > OPTION #1 / 35 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 35 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2 / 38 AGL / 668 AMSL <

A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.

> OPTION #3 / BURY THE LINE <

The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.

Aeronautical Study No. 2004-ASW-4281-OE



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-22.05 NAD 83

Longitude:

96-49-47.64

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 35 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4281-OE.

Signature Control No: 391507-321521

(DPH)

Bruce Beard Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2004-ASW-4281-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 9 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution.

- > OPTION #1: 35 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 35 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 668 AMSL <
- A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-22.94 NAD 83

Longitude:

96-49-47.64

Heights:

38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 36 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4282-OE.

Signature Control No: 391508-321522

(DPH)

Bruce Beard Specialist

Attachment(s) Additional Information



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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:

Logation

Structure Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-23.83 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 36 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4283-OE.

Signature Control No: 391509-321525

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4283-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 12 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 3 feet.

- > OPTION #1: 36 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 36 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 667 AMSL <
- A structure height of 38 feet AGL / 667 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-20.48 NAD 83

Longitude:

96-49-47.7

Heights:

38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 34 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE . DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4275-OE.

Signature Control No: 391499-320716

(DPH)

Bruce Beard Specialist

Attachment(s) Additional Information

Additional Information for ASN 2004-ASW-4275-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 7 feet.

In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface for Rwy 33 by 1-foot.

- > OPTION #1 ¿ 34 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 34 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2 : 38 AGL / 669 AMSL <

A structure height of 38 feet AGL / 669 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.

> OPTION #3 ¿ BURY THE LINE <

The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE Location:

ADDISON, TX

Latitude:

32-57-21.54 NAD 83

Longitude:

96-49-46.92

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 35 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4284-OE.

Signature Control No: 391510-321526

(DPH)

Bruce Beard Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2004-ASW-4284-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 8 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution.

- > OPTION #1: 35 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 35 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 668 AMSL <
 A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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:

Location:

Structure Type: POWER POLE ADDISON, TX

Latitude:

32-57-21.88 NAD 83

Longitude:

96-49-46.74

Heights:

42 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 35 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4285-OE.

Signature Control No: 391511-321527

(DPH)

Bruce Beard Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2004-ASW-4285-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 12 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 1-foot.

- > OPTION #1: 35 AGL / 665 AMSL <
 A favorable determination can be issued immediately at a structure height of 35 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 42 AGL / 672 AMSL <
 A structure height of 42 feet AGL / 672 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-22.43 NAD 83

Longitude:

96-49-46.91

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 35 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4286-OE.

Signature Control No: 391513-321528

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4286-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 10 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution.

- > OPTION #1: 35 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 35 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 668 AMSL <
- A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-23.19 NAD 83

Longitude:

96-49-46.83

Heights:

42 feet above ground level (AGL)

671 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 36 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4287-OE.

Signature Control No: 391514-321558

(DPH)

Bruce Beard Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2004-ASW-4287-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 14 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 4 feet.

- > OPTION #1: 36 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 36 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 42 AGL / 671 AMSL <
 A structure height of 42 feet AGL / 671 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued. So

comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.

> OPTION #3: BURY THE LINE <

The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-24.69 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 36 feet above ground level (665 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED. TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4288-OE.

Signature Control No: 391516-321560

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4288-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 13 feet. addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 5 feet.

- > OPTION #1: 36 AGL / 665 AMSL <
- A favorable determination can be issued immediately at a structure height of 36 feet AGL / 665 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 667 AMSL <

A structure height of 38 feet AGL / 667 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.

> OPTION #3: BURY THE LINE <

The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE Location:

ADDISON, TX

Latitude:

32-57-25.66 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 26 feet above ground level (655 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

Additional Information for ASN 2004-ASW-4289-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 15 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 8 feet.

- > OPTION #1: 26 AGL / 655 AMSL <
- A favorable determination can be issued immediately at a structure height of 26 feet AGL / 655 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 667 AMSL <
- A structure height of 38 feet AGL / 667 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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:

Location:

Structure Type: POWER POLE ADDISON, TX

Latitude:

32-57-26.62 NAD 83

Longitude:

96-49-47.63

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 25 feet above ground level (655 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4290-OE.

Signature Control No: 391518-321588

(DPH)

Bruce Beard Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2004-ASW-4290-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 18 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 10 feet.

- > OPTION #1: 25 AGL / 655 AMSL <
- A favorable determination can be issued immediately at a structure height of 25 feet AGL / 655 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 668 AMSL <
 A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-27.44 NAD 83

Longitude:

96-49-47.92

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 25 feet above ground level (655 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4291-OE.

Signature Control No: 391519-321589

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4291-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 20 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 14 feet.

- > OPTION #1: 25 AGL / 655 AMSL <
- A favorable determination can be issued immediately at a structure height of 25 feet AGL / 655 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 668 AMSL <
 A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.

We will hold this case in abeyance until we have been notified of your decision. Your response may be faxed to us at 817-222-5981 or you may e-mail it to bruce.beard@faa.gov. Please include the aeronautical study number on your correspondence.

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Aeronautical Study No. 2004-ASW-4293-OE

Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.71 NAD 83

Longitude:

96-49-46.82

Heights:

42 feet above ground level (AGL)

671 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 26 feet above ground level (655 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4293-OE.

Signature Control No: 391522-321591

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4293-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 19 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution and will exceed the Threshold Siting Surface by 11 feet.

- > OPTION #1: 26 AGL / 655 AMSL <
- A favorable determination can be issued immediately at a structure height of 26 feet AGL / 655 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 42 AGL / 671 AMSL <
 A structure height of 42 feet AGL / 671 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.

We will hold this case in abeyance until we have been notified of your decision. Your response may be faxed to us at 817-222-5981 or you may e-mail it to bruce.beard@faa.gov. Please include the aeronautical study number on your correspondence.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.93 NAD 83

Longitude:

96-49-46.8

Heights:

38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 26 feet above ground level (655 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4294-OE.

Signature Control No: 391523-321592

(DPH)

Bruce Beard Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2004-ASW-4294-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 15 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution.

- > OPTION #1: 26 AGL / 655 AMSL <
- A favorable determination can be issued immediately at a structure height of 26 feet AGL / 655 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 667 AMSL <

A structure height of 38 feet AGL / 667 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.

> OPTION #3: BURY THE LINE <

The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.

We will hold this case in abeyance until we have been notified of your decision. Your response may be faxed to us at 817-222-5981 or you may e-mail it to bruce.beard@faa.gov. Please include the aeronautical study number on your correspondence.



Issued Date: 10/28/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF PRESUMED HAZARD **

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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-27.58 NAD 83

Longitude:

96-49-46.71

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

The initial findings of this study indicated that the structure as described above would exceed obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Therefore, pending resolution of the issues described below, it is hereby determined that the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 25 feet above ground level (655 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

To pursue the possibility of a favorable determination at the originally submitted height, further study would be necessary. Further study entails circularization to the public for comment. This process requires approximately 90 to 120 days from the date that further study is requested before any subsequent determination would be effective. The outcome cannot be predicted prior to public circularization.

Further study may be requested by the sponsor within 60 days of the date of this letter.

See attachment for additional information.

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

NOTE: PENDING RESOLUTION OF THE ISSUES DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS DETERMINATION DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUES DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4295-OE.

Signature Control No: 391524-321593

(DPH)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4295-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 19 feet. In addition, this pole will require a Rwy 15 IFR Departure Caution.

- > OPTION #1: 25 AGL / 655 AMSL <
- A favorable determination can be issued immediately at a structure height of 25 feet AGL / 655 feet AMSL, once we have received notification of acceptance of the lower height. If at all possible, we recommend that you accept the lower height.
- > OPTION #2: 38 AGL / 668 AMSL <
 A structure height of 38 feet AGL / 668 feet AMSL will require you to request that the FAA conduct a formal aeronautical study of your proposal. A formal aeronautical study entails the circularization of your proposal to the public for comment. The process requires a minimum of 90 to 120 days from the date that a formal study is requested before any resulting determination can be issued, so please plan accordingly. The nature of the determination cannot be prejudged prior to public circularization.
- > OPTION #3: BURY THE LINE <
 The FAA strongly recommends Option #3 first and Option #1 second. We do not recommend Option #2 even though it is a choice that can be made by the airport.

We will hold this case in abeyance until we have been notified of your decision. Your response may be faxed to us at 817-222-5981 or you may e-mail it to bruce.beard@faa.gov. Please include the aeronautical study number on your correspondence.

Steve Chutchian

To: Subject: jdavis4@oncorgroup.com Addison Road Power Poles

Hi James:

We spoke with Randy Newsom on December 15, 2004 about scheduling and prioritzing the Addison Road project and he asked that we send this email to you. He gave us his assurance that you would place the highest priority on getting this project underway as soon as possible. It is understood that the new concrete power poles have been ordered in accordance with the height stipulations set forth by the FAA. We are requesting the scheduled dates of delivery and subsequent installation of the poles at this time. Plans and specifications are now completed by the Engineer and it is extremely important that the utility relocation phase of the project be completed with the upmost urgency.

Should you require any additional information regarding this issue, let me know. We have an obligation to initiate the construction of these improvements in a timely manner. Please call me as a follow-up to your response. Thanks.

Steve Chutchian

Steve Chutchian

To:

jbirkhoff@bhcllp.com

Subject:

Addison Road

John:

Regarding three issues related to the Addison Road project:

- You indicated that engineering plans and specifications for the project would be delivered this week. Can you give
 us your anticipated date of delivery, in order that we may initiate review by our staff.
- Have the plans been sent to each utility company to begin the engineering and relocation process? Jenny Nicewander recently sent an updated list of utility contact names to you to assist in this effort.
- We are in receipt of your latest request for an amendment to the engineering agreement for design of this project. In
 order to act on this submittal, we are requesting an updated breakdown of all costs on this project, inclusive of this
 request.

The Town is committed to completing design and utility relocation on this project in a very timely manner. Your assistance in the above mentioned items is greatly appreciated.

Steve Chutchian

Steve Chutchian

From: Sent: John Birkhoff [JBirkhoff@BHCLLP.COM] Thursday, December 16, 2004 9:51 AM

To: Subject: Steve Chutchian Re: Addison Road

Steve, I have been told by the electrical and the landscaper they would have their plans to me. Yesterday I told them I needed the plans and am still waiting. I will immediately call them again and it is still my intention to get plans to you ASAP. If I get the plans today and get them printed they get to you tomorrow. At that same time they will go out to the utility company.

I will get the hours and the services completed to justify the request. Most of the dollars previously allocated went to meeting with TXU, preparing exhibits for the FAA and revising plans again and again meeting TXU changes. Also the add on costs to change the electrical system as new direction came in.

>>> "Steve Chutchian" <schutchian@ci.addison.tx.us> 12/16/2004 9:17:37
AM >>>
John:

Regarding three issues related to the Addison Road project:

- * You indicated that engineering plans and specifications for the project would be delivered this week. Can you give us your anticipated date of delivery, in order that we may initiate review by our staff.
- * Have the plans been sent to each utility company to begin the engineering and relocation process? Jenny Nicewander recently sent an updated list of utility contact names to you to assist in this effort.
- * We are in receipt of your latest request for an amendment to the engineering agreement for design of this project. In order to act on this submittal, we are requesting an updated breakdown of all costs on this project, inclusive of this request.

The Town is committed to completing design and utility relocation on this project in a very timely manner. Your assistance in the above mentioned items is greatly appreciated.

Steve Chutchian

This e-mail and any files or attachments transmitted with it contains Information that is confidential and privileged. This document may contain Protected Health Information (PHI) or other information that is intended only for the use of the individual(s) and entity(ies) to whom it is addressed. If you are the intended recipient, further disclosures are prohibited without proper authorization. If you are not the intended recipient, any disclosure, copying, printing, or use of this information is strictly prohibited and possibly a violation of federal or state law and regulations. If you have received this information in error, please delete it and notify Hamid Khaleghipour at 972-450-2868 immediately. Thank you.

Name	Company	Phone Number
Michael J. Bitsche	MCI/Dynamic Technical Services	
John Birthoff	Birkhoff Heidricks . County	219 361 7900
James Davis	Oncor	214 875 2380
Steve CHUTCHAN	T.O.A.	972-450-2886
MARK SMITH		214-920-0199
LUKE JALBERT	T.O.A	972-450-2860
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Issued Date: 10/25/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-15.44 NAD 83

Longitude: 96-49-48.01

1011g1cude: 96-49-46.01

Heights: 38 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

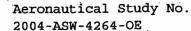
_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.





Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-16.31 NAD 83

Longitude: 96-49-47.86

Heights: 38 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude: 32-57-17.4 NAD 83

Longitude: 96-49-47.82

Heights: 38 feet above ground level (AGL)

671 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-15.41 NAD 83

Longitude: 96-49-46.86

Heights: 38 feet above ground level (AGL)

673 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-16.2 NAD 83

Longitude: 96-49-47.04

1011g1cude. 30-43-47.04

Heights: 38 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-16.82 NAD 83

Longitude: 96-49-47.01

Heights: 38 feet above ground level (AGL)

671 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-17.66 NAD 83

Tennitude: 06 40 46 00

Longitude: 96-49-46.92

Heights: * 42 feet above ground level (AGL)

675 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-17.73 NAD 83

Longitude: 96-49-47.02

Heights: 38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.

Aeronautical Study No. 2004-ASW-4271-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-18.3 NAD 83

Longitude: 96-49-46.78

Heights: 42 feet above ground level (AGL)

675 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-18.49 NAD 83

Longitude:

96-49-47.47

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude: 32-57-19.14 NAD 83

Longitude: 96-49-47.67

Heights: 38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude:

32-57-19.63 NAD 83

Longitude:

96-49-46.93

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- (a) extended, revised or terminated by the issuing office.
- 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.



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude:

32-57-20.48 NAD 83

Longitude:

96-49-47.7

38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X _ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.



Aeronautical Study No. 2004-ASW-4276-OE

Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-21.21 NAD 83

Longitude: 96-49-47.7

Heights: • 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.



Aeronautical Study No. 2004-ASW-4277-OE

4

Issued Date: 10/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-18.74 NAD 83

Longitude:

96-49-46.93

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 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.

Aeronautical Study No. 2004-ASW-4278-OE

3

Issued Date: 10/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-19.63 NAD 83

Longitude:

96-49-46.92

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 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.

Aeronautical Study No. 2004-ASW-4279-OE

Issued Date: 10/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-19.97 NAD 83

Longitude:

96-49-46.75

Heights:

42 feet above ground level (AGL)

673 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.



Aeronautical Study No. 2004-ASW-4280-OE

Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude:

32-57-20.52 NAD 83

Longitude:

96-49-46.91

Heights:

* 38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 unless:

- 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.



Aeronautical Study No. 2004-ASW-4281-OE

Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

32-57-22.05 NAD 83

Latitude: Longitude:

96-49-47.64

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

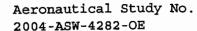
_X _ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.





Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude:

32-57-22.94 NAD 83

Longitude:

96-49-47.64

Heights:

38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.



Aeronautical Study No. 2004-ASW-4283-OE

Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-23.83 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- extended, revised or terminated by the issuing office.
- 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



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADD

ADDISON, TX

Latitude:

32-57-21.54 NAD 83

Longitude:

96-49-46.92

Heights:

• 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.



Aeronautical Study No. 2004-ASW-4285-OE

Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-21.88 NAD 83

Longitude:

96-49-46.74

Heights:

42 feet above ground level (AGL)

672 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- extended, revised or terminated by the issuing office.
- 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



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX

Latitude: 32-57-22.43 NAD 83

Longitude: 96-49-46.91

Heights: • 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X_ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.



Aeronautical Study No. 2004-ASW-4287-OE

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Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-23.19 NAD 83

Longitude:

96-49-46.83

Heights:

42 feet above ground level (AGL)

671 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- extended, revised or terminated by the issuing office.
- 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



Aeronautical Study No. 2004-ASW-4288-OE

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Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-24.69 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- (a) extended, revised or terminated by the issuing office.
- 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



Aeronautical Study No. 2004-ASW-4289-OE

27

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.66 NAD 83

Longitude:

96-49-47.62

Heights:

* 38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- (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



Aeronautical Study No. 2004-ASW-4290-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

. Latitude:

32-57-26.62 NAD 83

Longitude:

96-49-47.63

Heights:

38 feet above ground level (AGL)

668 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- (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



Aeronautical Study No. 2004-ASW-4291-OE

19

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-27.44 NAD 83

Longitude:

96-49-47.92

Heights:

38 feet above ground level (AGL)

668 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

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

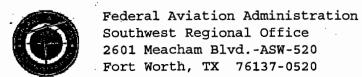
At least 10 days prior to start of construction (7460-2, Part I)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- extended, revised or terminated by the issuing office. (a)
- 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



Aeronautical Study No. 2004-ASW-4292-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-24.8 NAD 83

Longitude: 96-49-46.83

Heights: 42 feet above ground level (AGL)

671 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- (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



Aeronautical Study No. 2004-ASW-4293-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.71 NAD 83

Longitude:

96-49-46.82

Heights:

42 feet above ground level (AGL)

671 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- extended, revised or terminated by the issuing office.
- 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



Aeronautical Study No. 2004-ASW-4294-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location: ADDISON, TX

Latitude: 32-57-25.93 NAD 83

Longitude: 96-49-46.8

Heights: * 38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

- (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



Aeronautical Study No. 2004-ASW-4295-OE

Issued Date: 11/26/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-27.58 NAD 83

Longitude: 96-49-46.71

Heights: 38 feet above ground level (AGL)

668 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

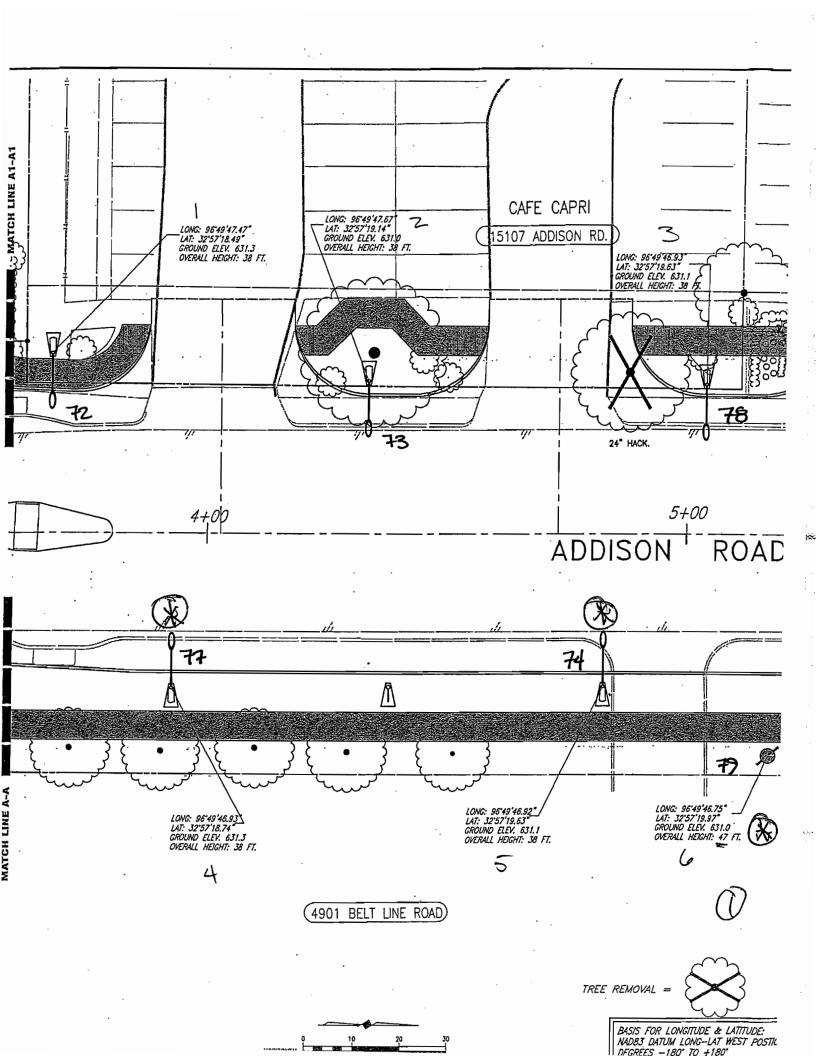
____ At least 10 days prior to start of construction (7460-2, Part I)

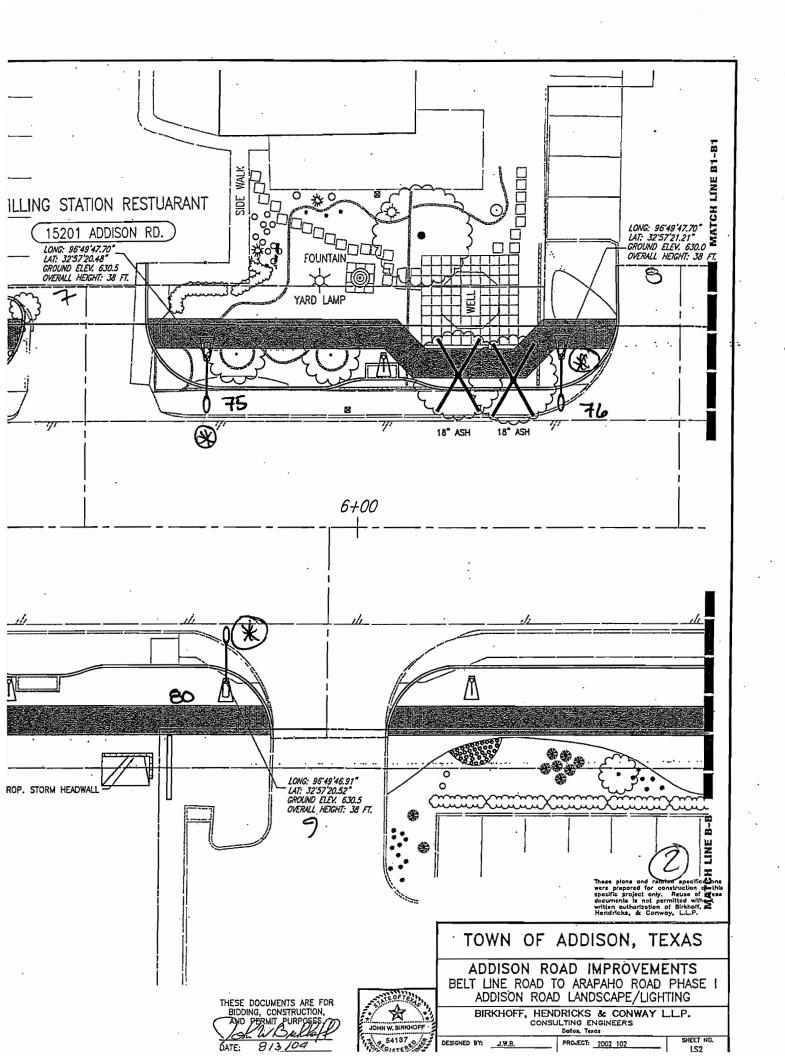
_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

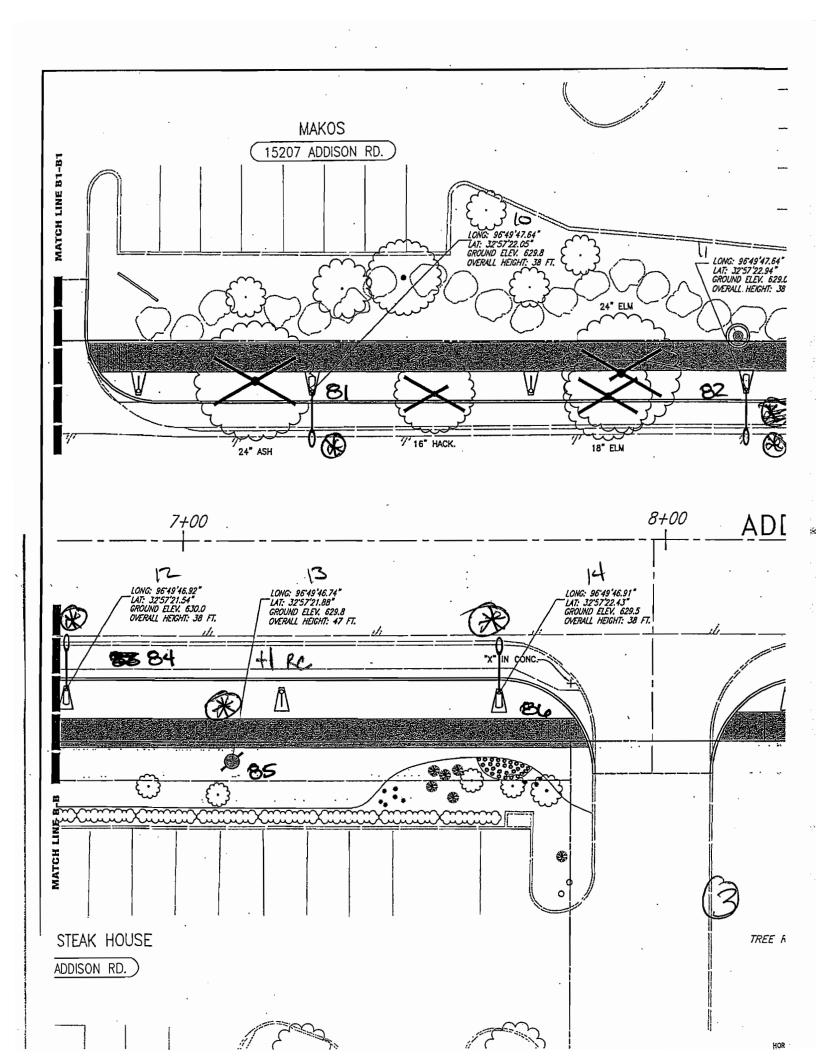
As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

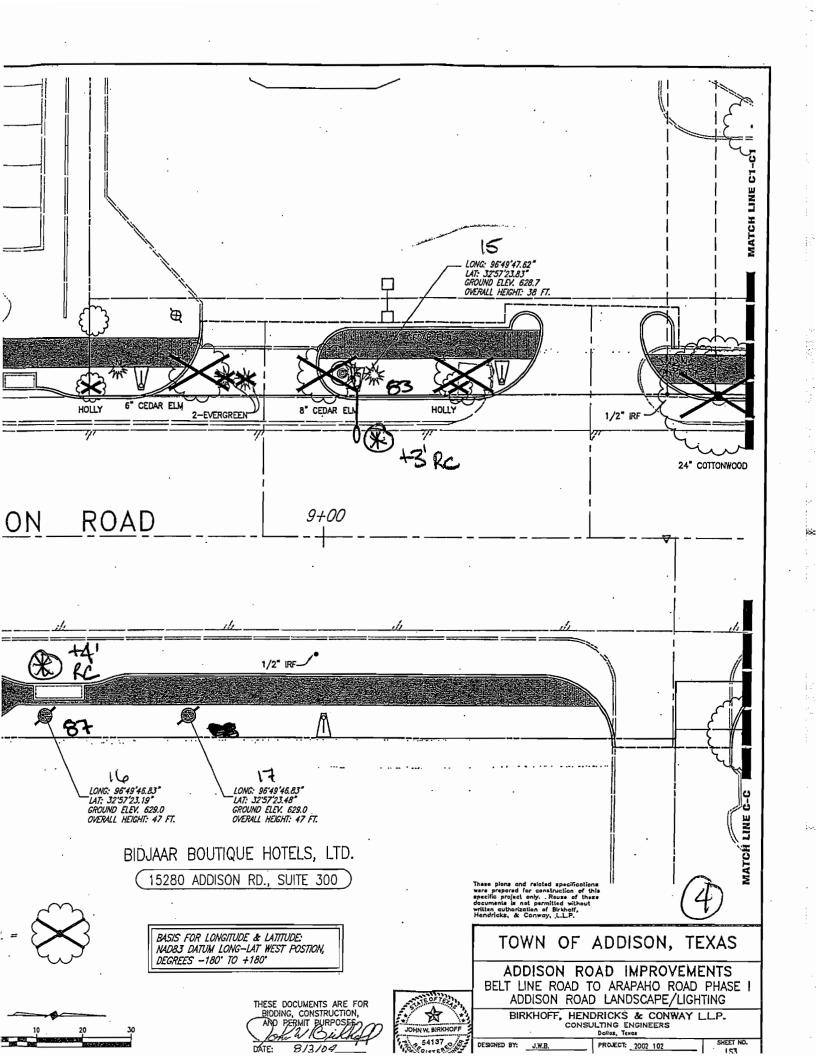
See attachment for additional condition(s) or information.

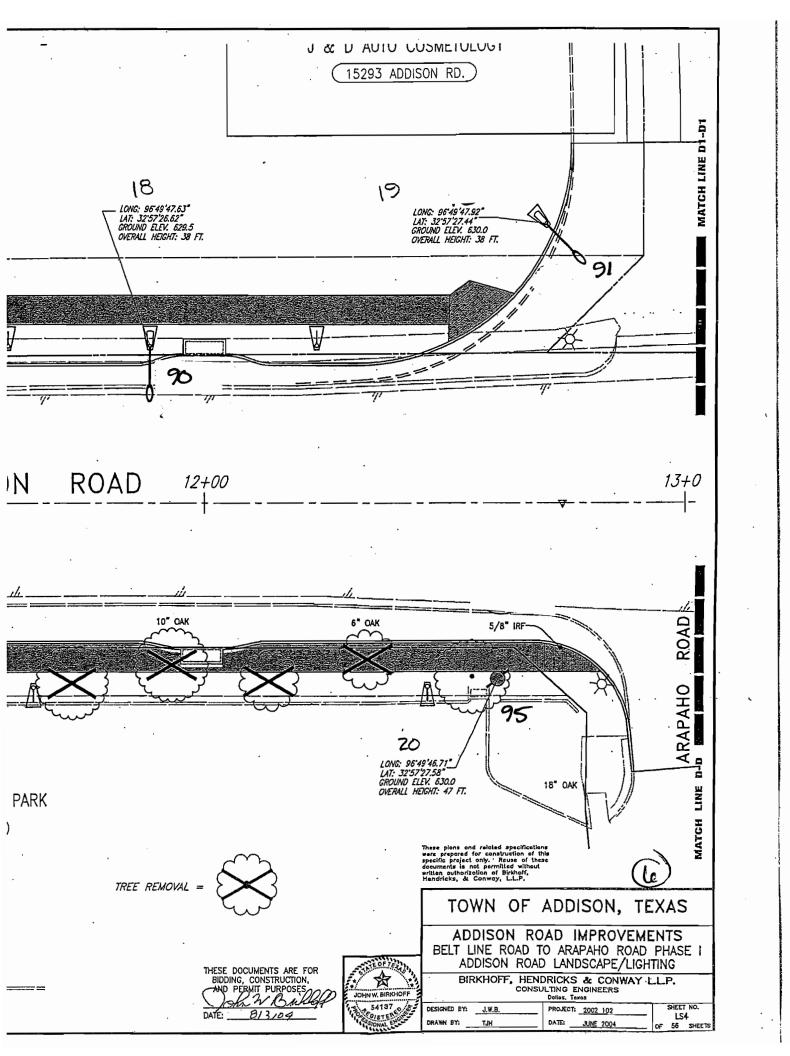
- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed , as required by the FCC, within 6 months of the date of this determination.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

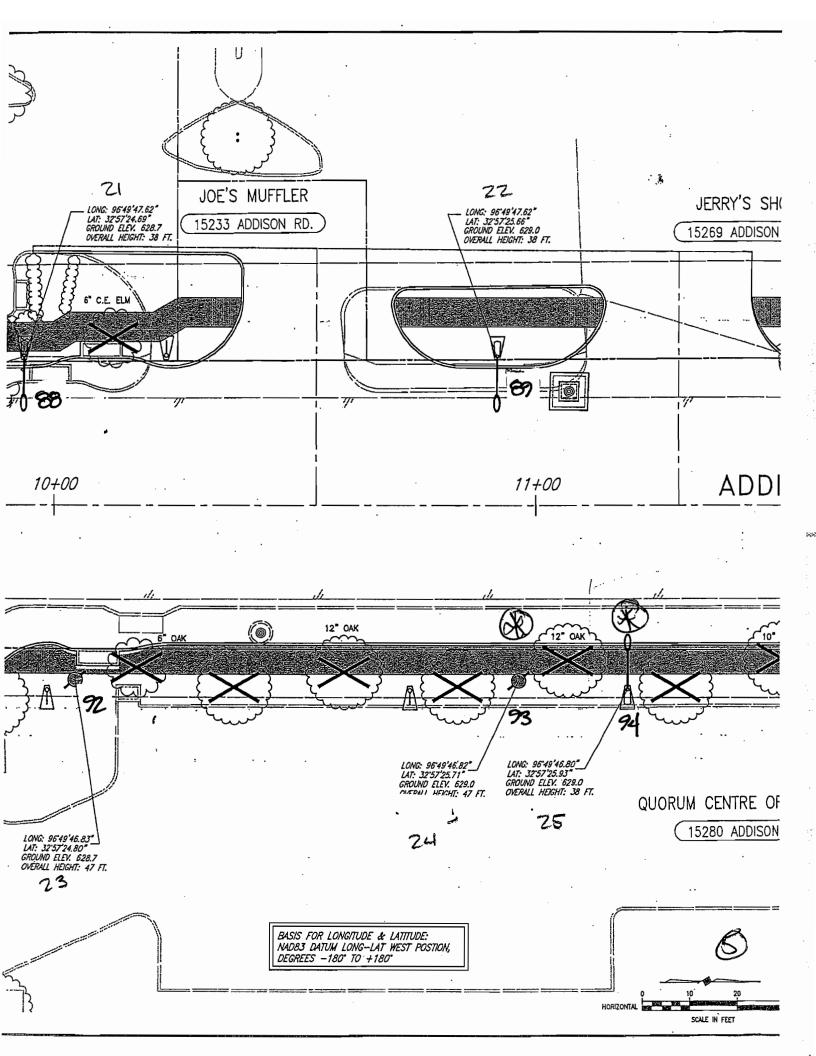








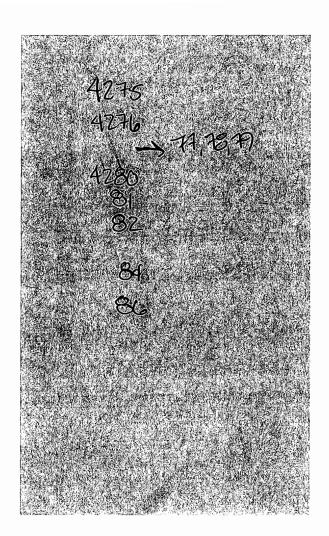




Stere-for your file these all neep hazard lights Jim

JIM-THESE ARC FOR THE POLES ON ADDISON ROAD

382





Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location: ADDISON, TX Latitude: 32-57-20.48 NAD 83

Longitude:

96-49-47.7

Heights: 38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 unless:

- (a) extended, revised or terminated by the issuing office.
- 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.

MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4275-OE.

Signature Control No: 391499-327411

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

7460-2 Attached

Additional Information for ASN 2004-ASW-4275-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 7 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Since this pole does exceed the Runway 33 approach surface, it is a requirement of this determination that the pole shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

	Aeronautical Study No.										
						-A	SW-	-OE			
Notice of Actual Construction or Alteration US Deportment of Profession (Please Type or Print on this Form) Federal Aviation Admiristration											
1. Construction											
А. Туре	and Description o	// Construct	ition New Alterat		B. Owner of Structure						
2. Construction Location — Height											
A. Coor	dinates (To hundre	edths of se	conds, if known)		B. Location /	(City, State, include st	reel				
	Latitude 0 /	ا بر	Lo	ongitude	address if an	iy)					
	•					•		-			
C. Cons	truction Heights	•		al Height							
Site Fler	vation	FI AMSI		ean Sea Level							
	e Height			FL AMSL							
D. Site E	Elevation Determin		E. Reference da	aturn of coordinates	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)						
_	SGS 7.5' Quad Ch	art	□ NAD 83								
o	ther (Specify)	· · ·	Other (Spe	* *	,			·			
				3. Constructio							
A. Notif	(MODICE IS	Critical to FAR Part 7	Flight 77 Required) ★	Date	B. Constructio	n/Pro je ct		Date			
<i>^</i> ★	(1) Construction (Submit at it	on will start least 48 hrs.	in advance)		(1) Project	Abandoned					
	(2) Estimated (:0: 0	or Discoulled					
,★	(3) Structure F (Submit wit	Reached Gre rithin 5 days)			(2) Constru	uction Dismantled					
				4. Marking a	and Lightin						
A. Marke	ed			B. Lighted							
		2 11-			Intensity White		ntensity White	☐ Red			
\	ſes ⊔) N o	☐ Tempor	White &		White	High Intensity & Red)	☐ None			
				. Antenna Requi			1 - 2 : 0 - :				
A. Call-S	iign	B. Frequ	iency	C. Date Applied	ed for FCC Construction Permit D. Date Construction Permit Issued						
	i					·					
				6. Preparer's		ion					
co co	A. Proponent			0. 1 Topuloi 0		nt's Representative					
by leas	Name:				Name:						
itted e, p	Address:				Address:						
ubm.											
# st Sen B.)											
IY. (apre tem	Tel. No.:			(Include Area Code)	Tel. No.:			(Include Area Code)			
S re		rtify that		ion provided is to		te and correct	to the best of	<u> </u>			
TTE ent:	Signature	thy the	the mornan	Title	ue, comp	ite, and control		Date			
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)											
Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received,											

pursuant to 49 U.S.C., Section 46301 (a).



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-21.21 NAD 83

Longitude: 96-49-47.7

Heights: 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.

MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4276-OE.

Signature Control No: 391500-327412

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

7460-2 Attached

Additional Information for ASN 2004-ASW-4276-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 8 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an email message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Since this pole does exceed the Runway 33 approach surface, it is a requirement of this determination that the pole shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

					Aeronautical Study No.						
		·				-A	SW-	-OE			
US Deportment of transportation We have the derivation Administration Notice of Actual Construction or Alteration (Please Type or Print on this Form)											
				1. Con	struction	-					
А. Туре	and Description of	/ Construct	tion New			B. Owner of Structure					
				2. Constructi	on Location	n Height					
A. Coor	dinates (To hundre	adths of sec	conds, if known)		B. Location	(City, State, include st	reet				
	Latitude	_		ongitude	address if an	ly)					
		. "	• • • • • • • • • • • • • • • • • • •	1.	1		:	· •			
	C. Construction Heights Total Height (Structure & Site) Above Mean Sea Level										
Structure	e H eig ht	_ FL AGL		FL AMSL							
.D. Site E	·····			atum of coordinates	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)						
_	SGS 7.5' Quad Cha	art	□ NAD 83								
O	ther (Specify)	<u> </u>	Other (Spi		_						
A. Notif				3. Construction				1			
A. Nous	Safety —		Flight 7 Required) ★	, Date	B. Construction	n/Project		Date			
^ 🛨	(1) Construction (Submit at le	on will start least 48 hrs. I	in advance)		(1) Project	Abandoned .					
	(2) Estimated (<u> </u>									
.★	(3) Structure R (Submit wit	Reached Gre ithin 5 days)	atest Height		(2) Construction Dismantled						
				4. Marking	and Lightin	ig					
A. Marke	ed			B. Lighted	Intoneity White	□ High Ir	stansit: White	☐ Red			
ים	∕es □] No	☐ Tempor		ledium Intensity Dual (High Intensity None						
			5	. Antenna Requ	uiring FCC L	icense	_				
A. Call-S	Sign	B. Freque		C. Date Applied			D. Date Constru	uction Permit Issued			
	:										
	•										
				6. Preparer's				_			
y a ase	A. Proponent				I .	nt's Representative					
d b	Name: Address:				Name:	Name: Address:					
ıbmitte ative,	Address.				Addition.						
TH St Sent B.)											
ry. (Tel. No.:			(Include Area Code)	Tel. No.:			(Include Area Code)			
S re		rtify that		ion provided is t			to the hest of	<u></u>			
TTE ent mpte	Signature	thy thet	the intomaci	Title	Tue, compic	te, and contect t	U the best of	Date			
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	· ·			,							
Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received.											

TAA E-- 7480 9 7.00 CHOCOCOCO DOCUME ENTITY

pursuant to 49 U.S.C., Section 46301 (a).



Aeronautical Study No. 2004-ASW-4277-OE

4

Issued Date: 10/26/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-18.74 NAD 83

Longitude: 96-49-46.93

Heights: 38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 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.

MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4277-OE.

Signature Control No: 391501-321028

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

7460-2 Attached

Additional Information for ASN 2004-ASW-4277-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 5 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an email message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Since this pole does exceed the Runway 33 approach surface, it is a requirement of this determination that the pole shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.

Aeronautical Study No. 2004-ASW-4278-OE

Issued Date: 10/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-19.63 NAD 83

Longitude:

96-49-46.92

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4278-OE.

Signature Control No: 391503-321027

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4278-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 6 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4279-OE

Issued Date: 10/26/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

6

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-19.97 NAD 83

Longitude:

96-49-46.75

Heights:

42 feet above ground level (AGL)

673 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4279-OE.

Signature Control No: 391505-321029

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4279-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 10 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4279-OE

Issued Date: 10/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

6

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-19.97 NAD 83

Longitude:

96-49-46.75

Heights:

42 feet above ground level (AGL)

673 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/26/2006 unless:

- (a) extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4279-OE.

Signature Control No: 391505-321029

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4279-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 10 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.



Issued Date: 11/23/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-20.52 NAD 83

Longitude: 96-49-46.91

Heights: 38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4280-OE.

Signature Control No: 391506-327414

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4280-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 7 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an email message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed

15

- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

	Agronautical Study No.		
	-ASWOE		
	tual Construction or Alteration pase Type or Print on this Form)		
1. Co	nstruction		
A. Type and Description of Construction New Alteration	B. Owner of Structure		
2. Construc	tion Location — Height		
A. Coordinates (To hundredths of seconds, if known)	B. Location (City, State, include street		
C. Construction Heights Latitude C. Construction Heights Total Height (Structure & Site)	address if any)		
Site Elevation Ft AMSL Structure Height Ft AGL Ft AMSL			
D. Site Elevation Determined By Actual Survey USGS 7.5' Quad Chart Other (Specify) D. Site Elevation Determined By NAD 27 NAD 83 Other (Specify)	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)		
	ion Notifications		
A. Notification (Notice is Critical to Flight Safety — FAR Part 77 Required) Date	B. Construction/Project Date		
(1) Construction will start (Submit at least 48 hrs. in advance)	(1) Project Abandoned		
(2) Estimated Completion (3) Structure Reached Greatest Height (Submit within 5 days)	(2) Construction Dismantled		
4. Markin/	g and Lighting		
A. Marked B. Lighted B. Mediu	m Intensity White High Intensity White Red Medium Intensity Dual (High Intensity None & Red) White & Red)		
	uiring FCC License		
	ed for FCC Construction Permit D. Date Construction Permit Issued		
6. Prepare	's Certification		
A. Proponent Name: Address: Ad	B. Proponent's Representative Name: Address:		
Tel. No.: (Include Area Code			
I hereby certify that the information provided is	true, complete, and correct to the best of my knowledge.		
I hereby certify that the information provided is Signature Title	Jan		
Notice is required by 14 Code of Federal Regulations, part	77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly ubject to a civil penalty of \$1,000 per day until the notice is received,		



Issued Date: 11/23/2004

JAMES PIERCE
TOWN OF ADDISON
16801 WESTGROVE DRIVE
ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-22.05 NAD 83

Longitude: 96-49-47.64

Heights: 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4281-OE.

Signature Control No: 391507-327416

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4281-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 9 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an email message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.

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- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

						Aeronautical Study No.		
						-A	SW-	-OE
US Deportment of transportation We redered Administration Notice of Actual Construction or Alteration (Please Type or Print on this Form)								
	· · · · · · · · · · · · · · · · · · ·			1. Cons	struction			
А. Туре	and Description of	Construct	tion New Alterat		B. Owner of Structure			
				2. Construction	on Location	n — Height		
A. Coor	dinates (To hundre Latitude		Lo	ongitude		(City, State, include st	tr ee i	
	°		0					-
	truction Heights	FL AMSL	/Struc	al Height <i>ture & Site)</i> ean Sea Level				
Structure	e Height	_ FL AGL	<u> </u>	FL AMSL				
□ Ac	Elevation Determine ctual Survey SGS 7.5' Quad Cha		☐ NAD 27	atum of coordinates	F. Name of (include i	Nearest Public-Use on Distance and Direction	or Military Airport on from the Airport)	
	SGS 7.5' Quad Cha ther <i>(Specify)</i>		☐ NAD 83 ☐ Other (Spe	ecihil				
	ne. jopconj,			3. Constructio	n Notificat	ions	-	
A. Notif	(MODES IN	Critical to i	Flight +	Date	B. Construction			Date
^ ★	(1) Construction (Submit at le	n will start least 48 hrs. I	in advance)	·	(1) Project	Abandoned		
	(2) Estimated C				21 0-2	·	<u> </u>	-
.★	(3) Structure Ri (Submit with		alest Height		(2) Consuc	uction Dismantled		
				4. Marking a	and Lightin	ıg		
A. Marke	æd De			B. Lighted	Intensity White	— ☐ High le	ntancity White	☐ Red
ים	/es □	No	☐ Tempor	_	Intensity White edium Intensity Red)	/ □ Dual (I	ntensity White High Intensity & Red)	☐ None
			5.	. Antenna Requi				
A. Call-S	ign	B. Frequ	ency	C. Date Applied	I for FCC Cons	struction Permit	D. Date Const	ruction Permit Issued
	;					•		
	<u> </u>			6. Preparer's	Certificat	ion		
8 .	A. Proponent	-		•	B. Propone	nt's Representative		
ta p	Name: Address:				Name: Address:			
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	Auditaa.				Augites.			
9Y. epre ilem	Tel. No.:			(Include Area Code)	Tel. No.:			(Include Area Code)
ED 1	I hereby cert	tify that	the informati	ion provided is tr	⊥ rue, comple	ete, and correct	to the best of	my knowledge.
SUBMITT! proponent also comp	Signature			Title				Date
Noti	ce is required by willingly violate	y 14 Code	e of Federal Re	egulations, part 77 of part 77 are sub	pursuant to pject to a civi	49 U.S.C., Section I penalty of \$1,000	n 44718. Perso) per day until th	ns who knowingly ne notice is received,

FA & Farm 7480 9 /7.08) ellectreches operant le entre

pursuant to 49 U.S.C., Section 46301 (a).



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-22.94 NAD 83

Longitude: 96-49-47.64

Heights: 38 feet above ground level (AGL)

667 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4282-OE.

Signature Control No: 391508-327438

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4282-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 10 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an email message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

						Aeronautical Study No.			
						-A	SW-	-OE	
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				Notice of Actua			ration		
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Structure	e Height	_ FL AGL		FL AMSL					
D. Site E	levation Determin	ed By	E. Reference di	atum of coordinates		earest Public-Use o			
□ Ac	ctual Survey		□ NAD 27		(Include Di	istance and Direction	n from the Airport)		
□ U:	SGS 7.5' Quad Ch	art	□ NAD 83						
	ther (Specify)	· · ·	Other (Sp.	,,					
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				4. Marking a	and Lighting	9			
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				6. Preparer's					
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7Y. 9pre Tem	Tel. No.:			(Include Area Code)	Tel. No.:			(Include Area Code)	
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)		tify that		ion provided is to	rue. complet	e and correct	to the best of	mv knowledge.	
77E ent	Signature	<u>,</u>		Title	, compile	-,		Date	
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	ice is required b	v 14 Cod	le of Federal R	egulations, part 77	pursuant to 4	19 U.S.C. Section	1 44718. Persor	ns who knowingly	
and	willingly violate	the notic	e requirements	of part 77 are sub	ject to a civil	penalty of \$1,000	per day until th	e notice is received,	

pursuant to 49 U.S.C., Section 46301 (a).



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-21.54 NAD 83

Longitude: 96-49-46.92

Heights: 38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- $_{\rm X}$ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4284-OE.

Signature Control No: 391510-327445

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4284-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 8 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

SUPPLEMENTAL NOTICE

					Aeronaulical Study No.		
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	(2) Estimated Con	npletion					
*	(3) Structure Read (Submit within	ached Greatest-Height n 5 days)		(2) Constru	uction Dismantled		
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EAA E...... 7480 9 (7.08) electrochec pocuni le critici

pursuant to 49 U.S.C., Section 46301 (a).



Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location:

ADDISON, TX

Latitude:

32-57-22.43 NAD 83

Longitude:

96-49-46.91

Heights:

38 feet above ground level (AGL)

668 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 5/23/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.

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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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4286-OE.

Signature Control No: 391513-327448

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4286-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 10 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an email message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

CRITICAL TO FLIGHT SAFETY

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Instructions for Completion of FAA Form 7460-2 Part 2:

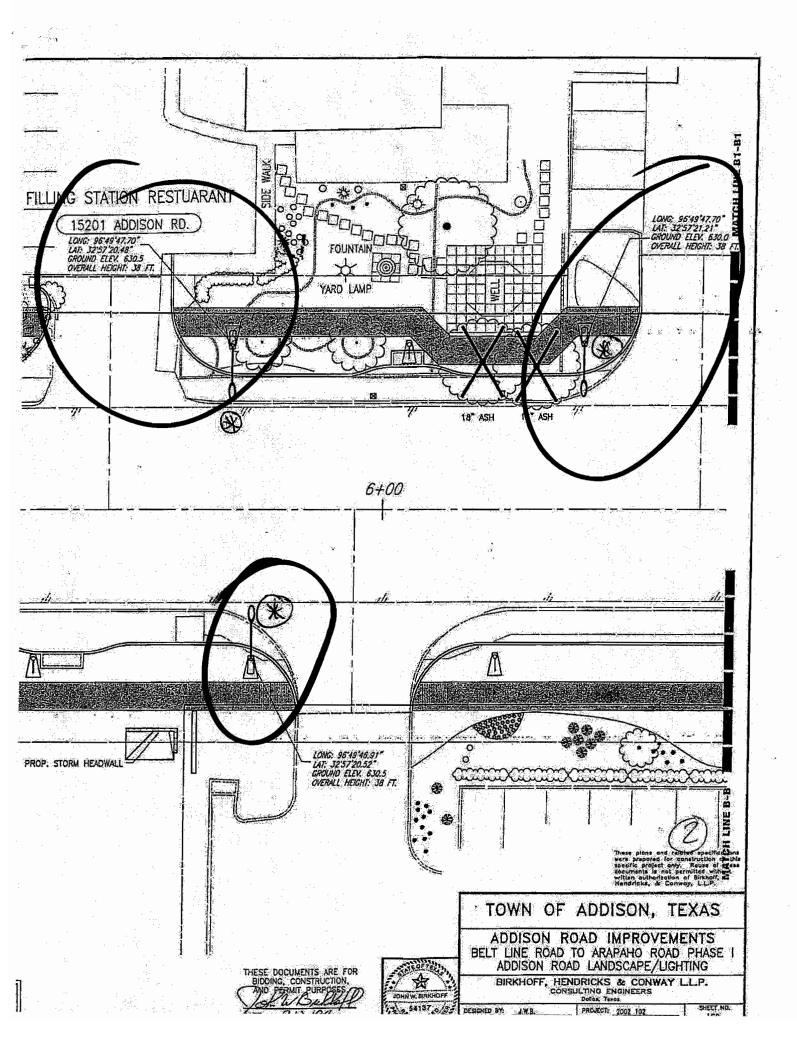
- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
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- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
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- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

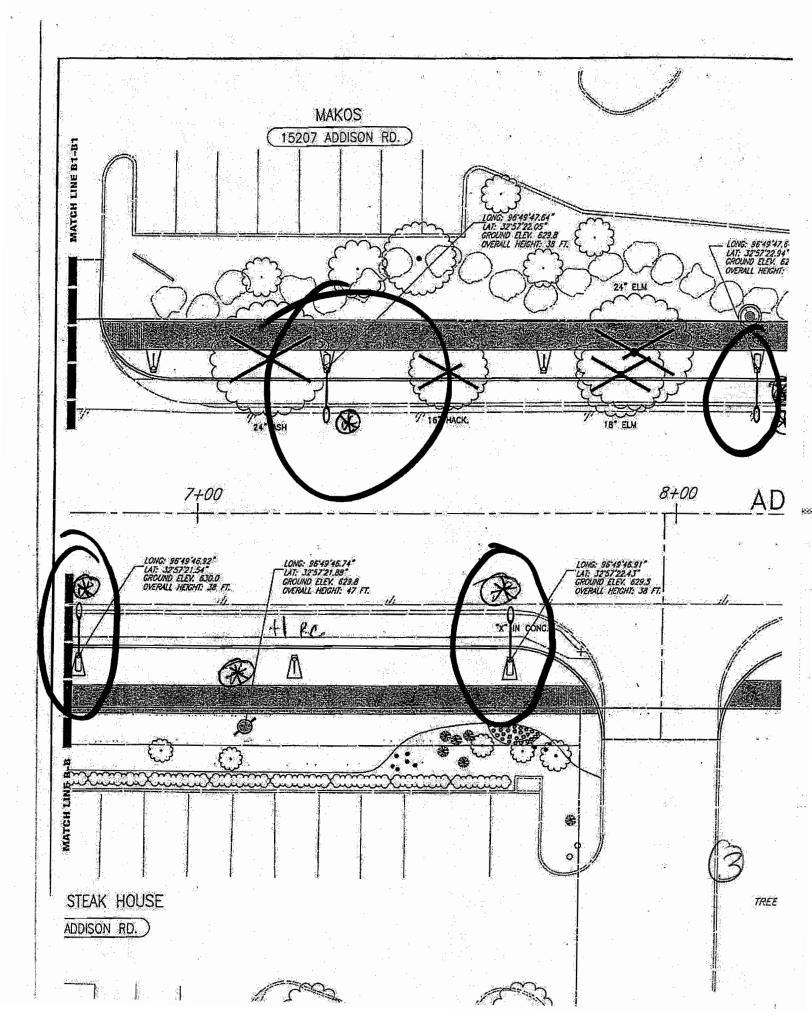
Form	Approved	OMB No.	2120-0001

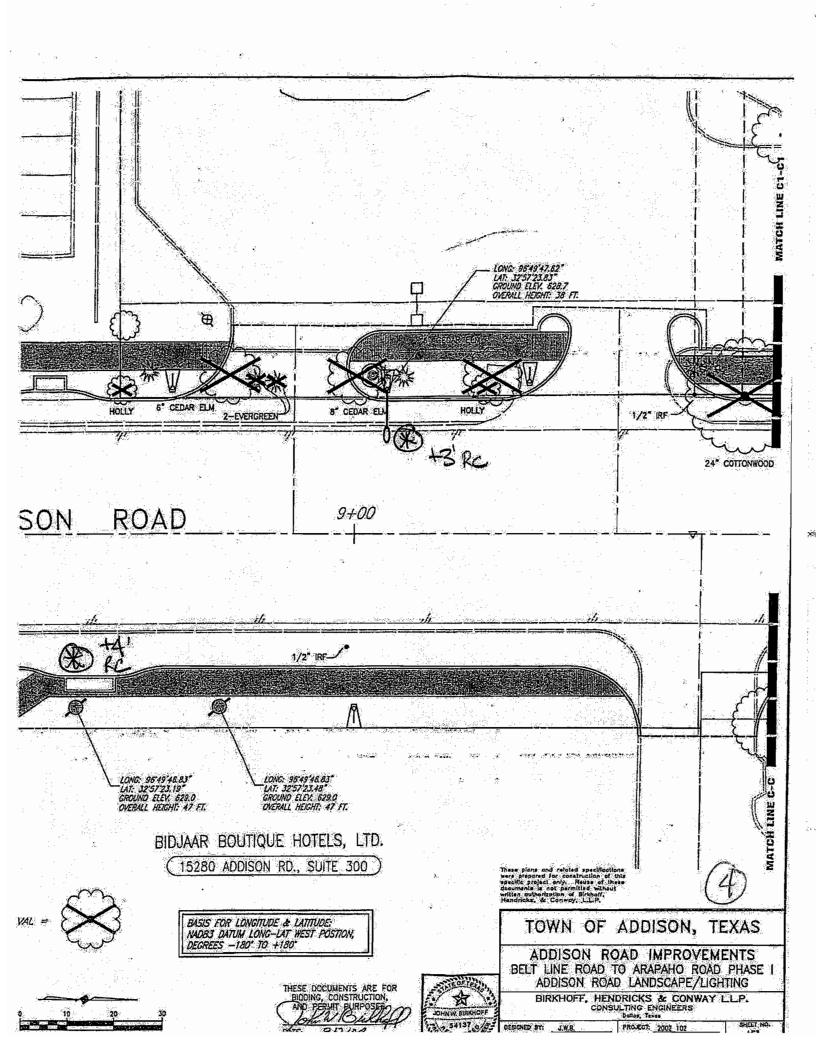
SUPPLEMENTAL NOTICE

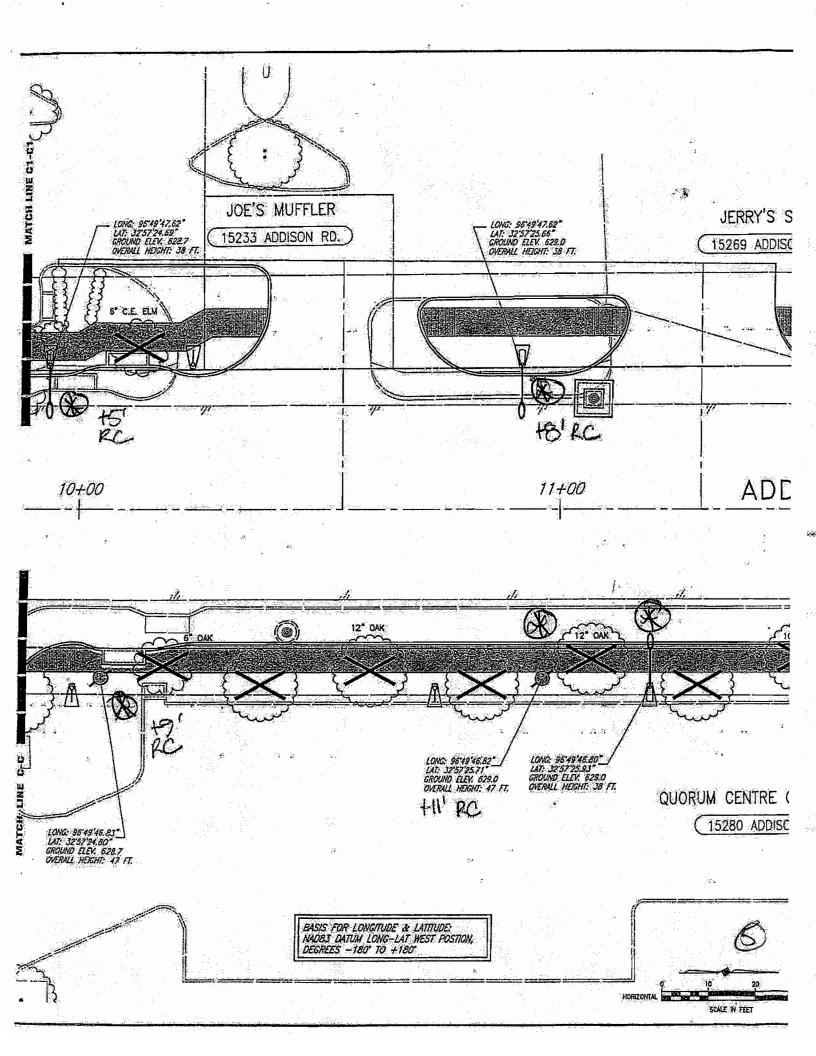
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	eportment of Transportational Aviation Administra			Notice of Actu	ial Constr se Type or Prin		ration		
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	(2) Estimated C	ompletion				<u></u>		· ·	
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ED 1	I hereby ceri	tify that	the informati	ion provided is t	rue. comple	ete, and correct	to the best of	my knowledge.	
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	Signature			Title			· · ·	Date	
Not and	ice is required by	14 Code	e of Federal Re e requirements	egulations, part 77 s of part 77 are sub	pursuant to bject to a civi	49 U.S.C., Section il penalty of \$1,000	n 44718. Persor per day until th	s who knowingly e notice is received,	

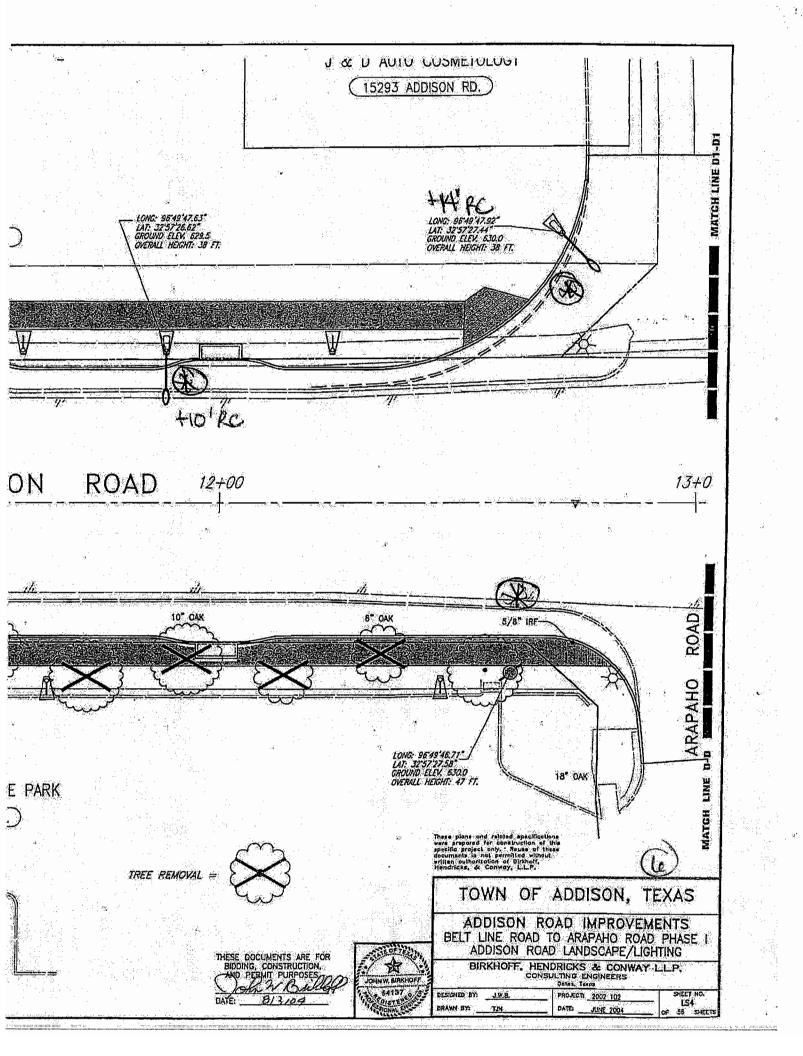
pursuant to 49 U.S.C., Section 46301 (a).













Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Aeronautical Study No. 2004-ASW-4283-OE

Issued Date: 11/23/2004 .

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

15

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-23.83 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/23/2006 unless:

- extended, revised or terminated by the issuing office.
- 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 on or before 12/23/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/2/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4283-OE.

Signature Control No: 391509-327555

(DNH)

Donald R. Smith
Manager, Airspace Branch

Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,233 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- Section 77.23 (a)(3) by 1.775 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- Section 77.23 (a)(5) by 12 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

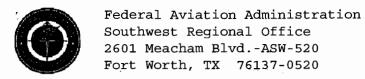
				Aeronautical Study No.				
					-A	SW-	-OE	
U.S Deportment of Prohiportotion (Please Type or Print on this Form) Federal Aviation Administration								
			1. Cons	truction				
A. Type	and Description of Construc	tion New	on .	B. Owner of Structure				
			2. Construction	n Location	Height			
A. Coor	dinates <i>(To hundredths of se</i> Latitude 0 " "		gitude	B. Location (City, State, include street address if any)				
					-			
Site Elev	ruction Heights vation FL AMSL e Height FL AGL	Structi	Height ne & Site) an Sea Level					
	Elevation Determined By	E Deference det	um of coordinates	E Name of N	naraet Bublic I Inn a	r Militan, Airons	-	
□ Ad □ U	ctual Survey SGS 7.5' Quad Chart	□ NAD 27 □ NAD 83		F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)				
	ther (Specify)	Other (Spe	3. Constructio	n Notificatio	ne -			
A. Notif	ication		3. Constructio	B. Construction		_		
	(Notice is Critical to Safety — FAR Part 7	7 Required)	Date				Date	
^ ★	(1) Construction will start /Submit at least 48 hrs.			(1) Project A	bandoned .			
	(2) Estimated Completion	ľ					-	
.★	(3) Structure Reached Gro (Submit within 5 days)			(2) Construction Dismantled				
	·		4. Marking a	and Lighting	1			
A. Mark	ed		B. Lighted					
				Intensity White	☐ Dual (H	ntensity White High Intensity & Red)	☐ Red ☐ None	
A. Call-S	Sign B. Frequ		C. Date Applied			n Date Const	uction Permit Issued	
A. Call-S	ign B. Frequ	dericy	C. Date Applied	for FCC Consu	: .	D. Date Corsi	UCION PENNIN ISSUED	
			· ·					
			6. Preparer's	Certification	on			
18	A. Proponent				's Representative			
tted by 9, ples	Name: Address:			. Name: Address:				
. (If submi resentative m B.)			• •					
rep e je	Tel. No.:	•	Include Area Code)	Tel. No.:			(Include Area Code)	
SUBMITED BY. (If submitted by a proponent's representative, please also complete item B.)	I hereby certify that Signature	the information	on provided is to	rue, complete	e, and correct t	to the best of	Date	
Noti	ice is required by 14 Cod willingly violate the notic	e of Federal Reg	gulations, part 77 of part 77 are sub	pursuant to 4 ject to a civil	9 U.S.C., Section penalty of \$1,000	n 44718. Person per day until th	ns who knowingly e notice is received,	

pursuant to 49 U.S.C., Section 46301 (a).

Jenny- Please Chark where these poles are - I assume Addison Rd. all have to be lighted. Jim

All for Addison Road the numbers on the pages match the numbers on the plan pages that are at the back of this packet.

Jenny



Aeronautical Study No. 2004-ASW-4285-OE

13

20

Issued Date: 11/23/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-21.88 NAD 83

Longitude:

96-49-46.74

Heights:

42 feet above ground level (AGL)

672 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/23/2006 unless:

- extended, revised or terminated by the issuing office.
- 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 on or before 12/23/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/2/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4285-OE.

Signature Control No: 391511-327556

(DNH)

Donald R. Smith Manager, Airspace Branch Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,435 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 1.5 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 12 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

SUPPLEMENTAL NOTICE

/				Aeronautical Study No.				
					-A	SW-	-OE	
Notice of Actual Construction or Alteration US Deportment of Professor Type or Print on this Form)								
Federal Aviation Administration								
			1. Cons	struction				
tA. ≀ype	and Description of Cons	iruction New	tion	B. Owner of Stru	cture			
			2. Construction	on Location -	Height			
A. Coore	dinates (To hundredths o	seconds, if known)			, State, include str	ee!		
	Latitude 0 '	, Le	ongitude	address if any)				
			.]	_	•		~ 	
C. Const	ruction Heights	(Struc	Lal Height Sture & Site) Jean Sea Level			•		
Site Elev	vationFt. AM		ean Sea Level					
Structure	Height Ft A	GL	FL AMSL					
	Elevation Determined By	_	atum of coordinates		rest Public-Use or		,	
	ctual Survey SGS 7.5' Quad Chart	☐ NAD 27		Include Class	ince une unecite.	The state of the port,		
	ther (Specify)	_ Other (Sp	necify)					
			3. Construction	n Notification	is .			
A. Notif		i to Flight ert 77 Required)	. Date	B. Construction/Project Date				
<u>^</u> ★	(1) Construction will st (Submit at least 48	■ 1		(1) Project Abai	, ndoned			
	(2) Estimated Comple	ion				•		
.★	(3) Structure Reached (Submit within 5 d	•		(2) Construction Dismantled				
			4. Marking a	and Lighting				
A. Marke	ed		B. Lighted	Intensity White	☐ High In	tensity White	☐ Red	
	res No	☐ Tempo	_	edium Intensity	_ ,	ligh Intensity	None	
		5	. Antenna Regu	iring FCC Lice	ense			
A. Call S	Sign B. F	requency		for FCC Construc		D. Date Cons	truction Permit Issued	
	:							
	,		6. Preparer's	Certification				
88	A. Proponent			B. Proponent's	_			
t by olea	Name:			Name:				
ılttec /e, /	Address:			Address:				
subr Itati			•					
(# 989/ 1 B.)								
BY. repr iten	Tel. No.:		(Include Area Code)	Tel. No.:			(Include Area Code)	
rED nt's olete	I hereby certify t	hat the informat	ion provid e d is t	rue, complete,	and correct to	o the best of		
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	Signature		Title				Date	
Noti	ice is required by 14 0 willingly violate the ne	code of Federal R	egulations, part 77 s of part 77 are sub	pursuant to 49 pject to a civil pe	U.S.C., Section malty of \$1,000	44718. Perso	ons who knowingly he notice is received,	

FAA Tam 7460 2 7.00 CHOCOCOCO DOCUMIC CONTIN

pursuant to 49 U.S.C., Section 46301 (a).

llo



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-23.19 NAD 83

Longitude:

96-49-46.83

Heights:

42 feet above ground level (AGL)

671 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 unless:

- extended, revised or terminated by the issuing office.
- 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4287-OE.

Signature Control No: 391514-328252

(DNH)

Donald R. Smith

Manager, Airspace Branch

Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,325 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 3.675 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 14 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block I(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or quess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

Aeronautical Study No.								· · · · · · · · · · · · · · · · · · ·	
						- A	.SW-	-OE	
US Deportment of Ironsportation US Deportment of Ironsportation (Please Type or Print on this Form)									
				1. Cor	struction				
А. Туре	and Description of	Construction	☐ New ☐ Alterat	ion	B. Owner of	B. Owner of Structure			
				2. Construct	ion Location	n Height			
A. Coo	dinates (To hundred	ths of seconds,	if known)		B. Location	(City, State, include st	treet		
Latitude Longitude					address if all	ny)		-1 -	
Site Ele	truction Heights		(Struc	al Height ture & Site) ean Sea Level					
	e Height			FL AMSL					
□ A	D. Site Elevation Determined By Actual Survey USGS 7.5' Quad Chart E. Reference datum of coordinates NAD 27 NAD 83					F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)			
	ther (Specify)		Other (Spe	3. Constructi	on Notificat	ione			
A. Noti	fication manages			3. Constructi	B. Construction				
		officel to Flight AR Part 77 Requ	mred) 🛨	Date .	J. 001055011			Date -	
^ ★	(1) Construction (Submit at lea	will start est 48 hrs. in adva	ince)		(1) Project	Abandoned			
	(2) Estimated Co	ompletion	ľ				•		
.*	(3) Structure Re (Submit with	ached Greatest H in 5 days)	leight		(2) Constru	(2) Construction Dismantled			
				4. Marking	and Lightin	ng ·			
A. Mark	ed			B. Lighted					
☐ Yes ☐ No ☐ Temporary			1 =	ledium Intensity			☐ Red ☐ None		
			5.	Antenna Reg	uirina FCC L	icense			
A. Call	Sign	B. Frequency		C. Date Applie			D. Date Constr	ruction Permit Issued	
							·		
				6. Preparer	s Certificati	ion	-		
SUBMITTED BY. (If submitted by a proponent's representative, please also complete tiem B.)	A Proponent Name: Address:				B. Propone Name: Address:	nt's Representative			
Tel. No.: (Include Area Code) Tel. No.: (Include Area Code)							(Include Area Code)		
SUBMITTED proponent's also complete	I hereby certi Signature	fy that the i	informatio	on provided is	true, comple	te, and correct t	o the best of	my knowledge. Date	
						49 U.S.C., Section penalty of \$1,000		ns who knowingly ne notice is received,	

FAA Fa. 7480 9 (7.00) ELIDEDEENEE DOCUME ENTIN

pursuant to 49 U.S.C., Section 46301 (a).

21



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-24.69 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4288-OE.

Signature Control No: 391516-328256

(DNH)

Donald R. Smith
Manager, Airspace Branch

Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,166 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 3.825 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 13 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, & 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed

13

- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

Aeronauecai Study No.								
					-ASW-	-OE		
US Deportment of Transportation US Department of Transportation (Please Type or Print on this Form) Federal Aviation Administration								
			1. Cons	struction				
A. Type	and Description o	of Construction New	ntion	B. Owner of Structure				
			2. Construction	on Location — I	Height			
A. Coor	dinates <i>(To hundre</i> Latitude 0 '	redths of seconds, if known) Li	ongitude	B. Location (City, saddress If any)	State, include street			
				_	•	~ →		
Site Elev	ruction Heights	_ FL AMSL Above N	tal Height cture & Site) Mean Sea Level					
	Height		FL AMSL					
□ A:	Elevation Determin ctual Survey SGS 7.5' Quad Ch	□ NAD 27 □ NAD 83	datum of coordinates	F. Name of Neare (Include Distant	st Public-Use or Military Airport ce and Direction from the Airport	v		
	ther (Specify)	Other (Sp	о вспу) 3. Constructio	- Notifications				
A. Notif	ication man		J. Constructio	B. Construction/Proje		7		
	(NOUCE II	e Critical to Flight - FAR Part 77 Regulred)	Date	b. 00122200000	,	Date		
^ ★	(1) Construction (Submit at a	on will start least 48 hrs. in advance)		(1) Project Aband	loned			
+	, ,	Reached Greatest Height		(2) Construction [Dismantled			
. , ,	. (000	mum 5 octys	4 Marking	and Lighting	 			
A. Mark	ed .		B. Lighted	anu Ligitung				
`		□ No □ Tempo	☐ Medium	Intensity White edium Intensity Red)	☐ High Intensity White ☐ Dual (High Intensity White & Red)	☐ Red ☐ None		
		Ę	. Antenna Requ	iring FCC Licer				
A. Call S	Sign	B. Frequency	C. Date Applied	for FCC Construction	on Permit D. Date Cons	struction Permit Issued		
	:							
			6. Preparer's	Certification				
986	A. Proponent			B. Proponent's Re	epresentative			
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	Name: Address:	·		Name: Address:				
BY. (If s represent item B.)	Tel. No.:		(Include Area Code)	Tel. No.:		(Include Area Code,		
ED it's	I hereby cer	rtify that the informat	ion provid e d is t	rue, complete, a	and correct to the best of	f my knowledge.		
SUBMITT proponen also comp	Signature		Title			Date		
Not	ice is required b	by 14 Code of Federal R	egulations, part 77	pursuant to 49 U	S.C., Section 44718. Personalty of \$1,000 per day until t	ons who knowingly the notice is received,		

pursuant to 49 U.S.C., Section 46301 (a).



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.66 NAD 83

Longitude:

96-49-47.62

Heights:

38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

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

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

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 unless:

- extended, revised or terminated by the issuing office.
- 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4289-OE.

Signature Control No: 391517-328258

(DNH)

Donald R. Smith Manager, Airspace Branch Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,094 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 6.125 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 15 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

		Aeronautical Study No.						
•		-A	SW-	-OE				
Notice of Actual Construction or Alteration US Deportment of Ironsportation (Please Type or Print on this Form) Federal Aviation Administration								
	1. Cons	truction	·					
	New Atteration	B. Owner of Structure						
· · · · · · · · · · · · · · · · · · ·								
A. Coordinates (To hundredths of seconds, If ki		n Location Height						
Latitude	Longitude	B. Location (City, State, include st address if any)	r ee r					
0	0	· · · · · · · · · · · · · · · · · · ·	* u • •					
C. Construction Heights Al	Total Height (Structure & Site) bove Mean Sea Level							
Site Elevation FL AMSL Structure Height FL'AGL	FLAMSL							
	ence datum of coordinates	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)						
USGS 7.5' Quad Chart NA								
Other (Specify) Other	her (Specify) 3. Constructio	n Notifications		_				
A. Notification (Notice is Critical to Flight	3. Constructio	B. Construction/Project						
Sefety — FAR Part 77 Required	Date	Date						
(1) Construction will start (Submit at least 48 hrs. in advance) (1) Project Abandoned								
(2) Estimated Completion								
(3) Structure Reached Greatest Heigh (Submit within 5 days)	at .	(2) Construction Dismantled						
	4. Marking a	and Lighting						
A. Marked	·-	dium Intensity Dual (ntensity White					
<u> </u>	5. Antenna Requi	·	<u> </u>					
A. Call Sign B. Frequency	-	for FCC Construction Permit	D. Date Construction f	Permit Issued				
		•						
6. Preparer's Certification								
a & A. Proponent		B. Proponent's Representative						
Name: Address:		Name: Address:						
(# subm. B.)								
Tel. No.:	(include Area Code)	Tel. No.:	(inc	clude Area Code)				
្នាន់ I hereby certify that the infe	ormation provided is tr	ue, complete, and correct	to the best of my ki	nowledge.				
A. Proponent Name: Address: Address: Address: Tel. No.: I hereby certify that the info	Title			Date				
Notice is required by 14 Code of Federal and willingly violate the notice require pursuant to 49 U.S.C., Section 46301	ments of part 77 are sub	pursuant to 49 U.S.C., Section ject to a civil penalty of \$1,000	n 44718. Persons who per day until the notic	knowingly be is received,				

TAA KAMA 7488 9 (7.08) ELIOCOEENCE DOEWN IE ENTIN



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-26.62 NAD 83

Longitude:

96-49-47.63

Heights:

38 feet above ground level (AGL)

668 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 unless:

- extended, revised or terminated by the issuing office.
- 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4290-OE.

Signature Control No: 391518-328259

(DNH)

Donald R. Smith

Manager, Airspace Branch

Attachment(s) Additional Information 7460-2 Attached The proposed construction would be located approximately 1,027 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 9.4 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 18 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed

 $\mathbf{t}_{[S]}$

- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

SUPPLEMENTAL NOTICE

			·		Aeronauscal Saudy No.			
					-A	SW-	-OE	
	eportment of transportation and Autotion		Notice of Actu	ial Constru se Type or Print		ration		
			1 Cons	struction			· · · · · · · · · · · · · · · · · · ·	
А. Туре	and Description of Construc	ction New		B. Owner of Structure'				
			2. Construction	on Location	Height			
A. Coor	dinates (To hundredths of se	conds, If known)	·	B. Location /	City, State, include st	reel		
Latitude Longitude				address if any	•		ru•	
	truction Heights	al Height ture & Site) ean Sea Level	-					
Structur	e Height FL'AGL	<u> </u>	Ft AMSL					
□ A	Elevation Determined By ctual Survey SGS 7.5' Quad Chart	☐ NAD 27 ☐ NAD 83	atum of coordinates	······································				
0	ther (Specify)	Other (Sp						
A' NoAk	Section ''		3. Construction					
A. Notif	(Notice is Critical to Selety — FAR Part	Flight 77 Required)	. Date	B. Construction	//Pro je c1 		Date	
^ 🛨	(1) Construction will start [Submit at least 48 hrs. in advance] (1) Project Abandoned							
	(2) Estimated Completion				-			
.*	(3) Structure Reached Gr (Submit within 5 days)	•		(2) Construction Dismantled				
			4. Marking	and Lighting	,			
A. Mark	· _	Tempo	-	Intensity White edium Intensity Red)		ntensity White High Intensity & Red)	☐ Red ☐ None	
			 . Antenna Requ	iring FCC Li	rense	•		
A. Call-S	Sign B. Frequ		C. Date Applied			D. Date Constr	uction Permit Issued	
	:							
			6. Preparer's	Certification	on			
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address:			B. Proponen Name: Address:	t's Representative			
BY. repre.	Tel. No.:		(Include Area Code)	Tel. No.:			(Include Area Code)	
rED ofete	I hereby certify that	the informati	on provided is t	rue, complet	e, and correct t	o the best of	my knowledge.	
SUBMITT proponen also comp	Signature		Title				Date	
Not	ice is required by 14 Cod willingly violate the notic	e of Federal Re e requirements	egulations, part 77 of part 77 are sub	pursuant to 4	9 U.S.C., Section penalty of \$1,000	44718. Persor per day until th	ns who knowingly e notice is received,	

pursuant to 49 U.S.C., Section 46301 (a).



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-27.44 NAD 83

Longitude:

96-49-47.92

Heights:

38 feet above ground level (AGL)

668 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 unless:

- 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4291-OE.

Signature Control No: 391519-328260

(DNH)

Donald R. Smith
Manager, Airspace Branch

Attachment(s) Additional Information 7460-2 Attached The proposed construction would be located approximately 954 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 11.55 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 20 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed

1,2,

- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

SUPPLEMENTAL NOTICE

					<u>-</u>	Aeronautical Study No.		
						-A	SW-	-OE
US Deportment of Ironsportation US Deportment of Ironsportation (Please Type or Print on this Form)								
				1. Cons	truction			
А. Туре	and Description of	Construction	New Alterat	ion	B. Owner of Structure			
	·			2. Construction	n Location	- Height		
A. Coor	dinates <i>(To hundred</i> Latitude	offins of second	•	ngitude	_	(City, State, include st	reet	
	° '	. "	°	1.				~ ••
Site Elev	C. Construction Heights Total Height (Structure & Site) Above Mean Sea Level							
	Height			FL AMSL			_	
□ A4	D. Site Elevation Determined By Actual Survey E. Reference datum of coordinates NAD 27 F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)						·	
	SGS 7.5' Quad Cha ther <i>(Specify)</i>		☐ NAD 83 ☐ Other <i>(Sp</i> e	acity!				
	ine (openin)			3. Constructio	n Notificat	ions		
A. Notif	(NOCICE IS (Critical to Fligh		Date	B. Construction			Date
^ ★	(1) Construction will start (Submit at least 48 hrs. in advance)					,. Abandoned		
	(2) Estimated C	completion					·	
.★	(3) Structure Re (Submit with	eached Greatest hin 5 days)	-Height		(2) Constru	uction Dismantled		
				4. Marking a	nd Lightir	ng		
					Intensity White	Dual (ntensity White High Intensity & Red)	☐ Red ☐ None
				White &			a neuj	
	· · · · · · · · · · · · · · · · · · ·	D 5		Antenna Requi			D. Data Const	ruction Permit Issued
A. Call S	: :	B. Frequency	,	C. Date Applied	for FCC Cons		D. Date Consti	uction Fermi Issued
	i			·				
				6. Preparer's	Certificat	ion		
d by a please	A. Proponent Name:				Name:	nt's Representative		
BY. (If submitted by a representative, please eitem B.)	Address:				Address			
BY.	Tel, No.:			(Include Area Code)	Tel. No.:			(Include Area Code)
SUBMITTED E proponent's re also complete	I hereby cert Signature	tify that the	informati	on provided is ti	ue, comple	ete, and correct	to the best of	my knowledge. Date
Not	ice is required by willingly violate t	14 Code of the notice rea	Federal Requirements	gulations, part 77 of part 77 are sub	pursuant to ject to a civi	49 U.S.C., Section penalty of \$1,000	n 44718. Perso per day until th	ns who knowingly ne notice is received,

FAA Farm 7480 2 (7.08) GUDEDEENES DOEWNUS ENTO

pursuant to 49 U.S.C., Section 46301 (a).



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-24.8 NAD 83

Longitude:

96-49-46.83

Heights:

42 feet above ground level (AGL)

671 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red), &12.

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

__ At least 10 days prior to start of construction (7460-2, Part I)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 unless:

- extended, revised or terminated by the issuing office.
- 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4292-OE.

Signature Control No: 391521-328261

(DNH)

Donald R. Smith Manager, Airspace Branch Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,203 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 7.5 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 17 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

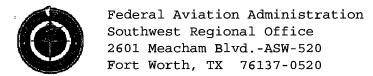
Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

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A. Type	and Description of Co	onstruction New	1. 00.10	B. Owner of	Structure		
		☐ New	dina				
			.lion				
			2. Construction				
A. Coor		s of seconds, if known)		B. Location / address if an	City, State, include st	reel	
	Latitude 0 '	, o ₁	ongitude	800,000 n L	77		
			_				~ →
C. Cons	truction Heights	To	lal Height		•		
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	e Height Ft		FL AMSL				
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_	ctual Survey SGS 7.5' Quad Chart	☐ NAD 27 ☐ NAD 83			Starroo arro En Colle	Thom so rapely	
_	ther <i>(Specify)</i>	Other (Sp	ecity)				
	10. (07-0-7)		3. Constructio	n Notificati	ons		
A. Notif	lication (Notice is Crit	tical to Flight		B. Construction		-	
		R Part 77 Required)	. Date				Date
<i>^</i> ★	(1) Construction will			tal Division	h.		
	•	48 hrs. in advance)		(1) Project /	Abandoned		
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A. Call S	ign s.	Frequency	C. Date Applied	for FCC Const	ruction Permit	D. Date Constr	uction Permit Issued
	:						
			·				
			6. Preparer's	Certification	on		
у а вsе	A. Proponent				t's Representative		
p p	Name: Address:			Name: Address:			
mitte ive,	Audi 655.			Addison.			
sub ntat							
(# 1989 1989							
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	Tel. No.:		(Include Area Code)	Tel. No.:			(Include Area Code)
r S	I hereby certify	that the informati	ion provided is tr	ue, complet	e, and correct t	o the best of	my knowledge.
TI M	Signature		Title				Date
180 os	•						
1							
Noti and	ce is required by 14 willingly violate the	Code of Federal Renotice requirements	egulations, part 77 of part 77 are sub	pursuant to 4 ject to a civil	penalty of \$1,000	i 44718. Persor ⊢per day until th	e notice is received,

TAA E-- 7480 9 (7.08) elipepeenee poeuny le entre

pursuant to 49 U.S.C., Section 46301 (a).



Aeronautical Study No. 2004-ASW-4293-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type:

POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.71 NAD 83

Longitude:

96-49-46.82

Heights:

42 feet above ground level (AGL)

671 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4293-OE.

Signature Control No: 391522-328264

(DNH)

Donald R. Smith Manager, Airspace Branch Attachment(s) Additional Information 7460-2 Attached The proposed construction would be located approximately 1,140 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 9.65 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 19 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed

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- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

SUPPLEMENTAL NOTICE

						Auronautical Study No.		
					_	-A	SW-	-OE
Notice of Actual Construction or Alteration US Deportment of Ironsportation (Please Type or Print on this Form) Federal Aviation Administration								
1. Construction								
A. Type and Description of Construction New					B. Owner of Structure			
				2. Constructi	⊥ on Location	n — Height		
A. Coore	dinates (To hundre	ofths of se	conds, if known)			(City, State, include st	reel	
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	ruction Heights	FI AMSI	(Struc	al Height <i>ture & Site)</i> ean Sea Level				
	Height			Ft AMSL				
D. Site E	Elevation Determine		E. Reference da	atum of coordinates		Nearest Public-Use o		
_	SGS 7.5' Quad Cha	art	□ NAD 83					
_ o	her (Specify)		Other (Sp.	ecity)	.			
				3. Construction	n Notificat	ions		
A. Notif	(MOTICE IS		Flight 7 Required) ★	. Date	B. Construction	n/Project		Date
^ ★	(1) Construction (Submit at le		in advance)		(1) Project	Abandoned		
	(2) Estimated C				<u>. </u>			
.★	(3) Structure Re (Submit with		ealest Height		(2) Constru	ction Dismantled		
				4. Marking	and Lightin	<u></u>		
A. Marke	ed .			B. Lighted		_		_
				_	Intensity White		ntensity White	Red
	′es	No	Tempor	ary Dual (M White &	edium Intensity Red)	U Dual (I White	High Intensity & Red)	☐ None
			5.	Antenna Requ				
A. Call S	ign	B. Frequ	uency	C. Date Applied	for FCC Cons	truction Permit	D. Date Consti	ruction Permit Issued
	:							
				6. Preparer's	Certificati	on		
60 60	A. Proponent	•		o. Troparers		nt's Representative		
by leas	Name:				Name:			
7 189 1	Address:				Address:			
tive tive								
su -								
TBS								Mantada Assa Osti
9 9	Tel. No.:			(Include Area Code)	Tel. No.:			(Include Area Code)
nt's plet		tify that	the informati	on provided is t	rue, comple	te, and correct t	to the best of	
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	Signature			Title				Date
Noti	ce is required by willingly violate	/ 14 Code	e of Federal Re e requirements	egulations, part 77 of part 77 are sub	pursuant to pject to a civi	49 U.S.C., Section penalty of \$1,000	44718. Person per day until th	ns who knowingly e notice is received,

FAA E--- 7480 9 (7.08) elipepeence pocumile entro

pursuant to 49 U.S.C., Section 46301 (a).



Federal Aviation Administration Southwest Regional Office 2601 Meacham Blvd.-ASW-520 Fort Worth, TX 76137-0520

Aeronautical Study No. 2004-ASW-4294-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-25.93 NAD 83

Longitude:

96-49-46.8

Heights:

38 feet above ground level (AGL)

667 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5 (Red), &12.

It is required that the enclosed 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)
- _X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4294-OE.

Signature Control No: 391523-328267

(DNH)

Donald R. Smith

Manager, Airspace Branch

Attachment(s)
Additional Information
7460-2 Attached

. . . The proposed construction would be located approximately 1,126 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 6.15 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 15 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, & 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

SUPPLEMENTAL NOTICE

	Aeronautical Study No.										
					-ASW-	-OE					
Notice of Actual Construction or Alteration US Deportment of Tronsportation (Please Type or Print on this Form) Federal Aviation Administration											
1. Construction											
А. Туре	and Description of Construc	ction New Alteral		B. Owner of Structure							
2. Construction Location — Height											
A. Coordinates (To hundredths of seconds, if known) B. Location (City, State, include street address if any)											
C. Cons	Latitude	Tot	ongitude "	-	•						
	vation Ft AMSL e Height Ft AGL	Above M	(Structure & Site) Above Mean Sea Level			`					
			atum of coordinates	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)							
			3. Constructio	n Notifications							
A. Notif	Relation (Notice is Critical to Salety FAR Part 7		Date	B. Construction/Project Date							
^ ★	(1) Construction will start (Submit at least 48 hrs.	in advance)		[1] Project Aband). Noned						
	(2) Estimated Completion				·						
.*	(3) Structure Reached Gro (Submit within 5 days)	•		(2) Construction [Dismantled						
A. Mark				and Lighting							
A. Mark		Tempo	_	Intensity White High Intensity White Red edium Intensity Dual (High Intensity None Red) White & Red)							
		5	. Antenna Requi								
A. Call S	Sign B. Frequ	Jency	C. Date Applied	for FCC Construction	on Permit D. Date Cons	struction Permit Issued					
	<u>'</u>		f Proparer's	S Certification							
a	A. Proponent		0. Fiepaici s	B. Proponent's Re	eoresentative						
SUBMITTED BY. (If submitted by a proponent's representative, please also complete tiem B.)	Name: Address:			Name: Address:							
3Y. (l spres item !	Tel. No.:		(Include Area Code)	Tel. No.:		(Include Area Code)					
S ri	I hereby certify that the information provided is true, complete, and correct to the best of my knowledge.										
SUBMITTI proponent also comp	Signature		Title	,		Date					
Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301 (a).											



Aeronautical Study No. 2004-ASW-4295-OE

Issued Date: 11/26/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-27.58 NAD 83

Longitude:

96-49-46.71

Heights:

38 feet above ground level (AGL)

668 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 should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 5/26/2006 unless:

- 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 on or before 12/26/2004. 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 Branch - ATO-R, Federal Aviation Administration, 800 Independence Ave. Rm. 423, Washington, D.C. 20591.

This determination becomes final on 1/5/2005 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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4295-OE.

Signature Control No: 391524-328272

(DNH)

Donald R. Smith Manager, Airspace Branch Attachment(s)
Additional Information
7460-2 Attached

The proposed construction would be located approximately 1,028 feet south of Runway 33 at the Addison Airport, Addison, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), Part 77 as follows:

- > Section 77.23 (a)(3) by 11.0 feet a height that increases minimum instrument flight altitude within a terminal area (TERP's criteria). The structure will require an IFR Departure Caution for aircraft departing Runway 15.
- > Section 77.23 (a)(5) by 15 feet a height exceeding the approach surface as applied to Runway 33 at the Addison Airport.

The proposal was not circularized to the public for aeronautical comment. It would be located in proximity to existing structures of comparable heights and would have no greater effect on aeronautical operations than the existing structures. There is no plan on file with the FAA to either alter or remove any of the existing structures. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > Other than what has been listed above, the proposed structure would have no additional effect on any other existing or proposed IFR arrival / departure routes, operations, or procedures to the Addison Airport or any other publicuse airport or military base.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures to the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Addison Airport or any other public-use airport or military base.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

ADDITIONAL AERONAUTICAL STUDY OF THE PROPOSAL DISCLOSED THE FOLLOWING:

- > Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.
- > Since this structure does exceed the Runway 33 approach surface, it is a requirement of this determination that the structure shall be obstruction lighted with a single steady burning aviation red obstruction light, FAA Type L-810.
- > The proposed construction would not require any further displacement of the Runway 33 landing threshold. Therefore, it is determined that the cumulative impact of this proposal, in conjunction with existing or known proposed structures, would not be considered significant.
- > The proposal would have no impact on the capacity at the Addison Airport or at any other known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the following condition is met:

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. However, this equipment shall not exceed the overall height of the proposed structure. Such equipment which has an overall height greater than the proposed structure requires separate notice.

This determination, issued in accordance with CFR, part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft. It does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body.

CRITICAL TO FLIGHT SAFETY

It is required that the attached form be completed and returned to our office within 5 days after construction reaches its greatest height, when the project has been abandoned, or if an existing structure is dismantled.

Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until notice is received as well as a fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses.

Instructions for Completion of FAA Form 7460-2 Part 2:

- -Type or legibly print all information.
- -Complete all Sections (1, 2, 3, 4, 5, 6) of the form, indicating not applicable (NA) when appropriate.
- -ASN # yet to be discussed
- -Block 1(b), Owner of Structure, should reflect the name, address, and phone number of the owner of the structure.
- -Block 2(c), Structure Height, should also include the height of anything mounted on top of the structure such as antennas, lights, lightning rods, etc.
- -Block 2(d), Site Elevation Determined By, if "Actual Survey" is marked, submit a copy to the FAA with this form.
- -Block 2(e), please do not leave blank or guess.
- -Block 3(a)(3), Notification of Structure Reached Greatest Height. This field should not be estimated or projected. The date indicated should reflect a date in the immediate past that represents when the structure actually reached its greatest height. Accordingly, please ensure that the date indicated is the same as or prior to the date that the form is signed.
- -Block 4(a), Marked, refers to whether the structure is painted with aviation orange and white paint in accordance with applicable guidelines.
- NOTE: Any data, such as coordinates, heights and marking & lighting, that does not exactly match the original FAA determination should be fully explained on a separate attachment. For instance, if the structure height in block 2(c), indicates the structure was built to a height lower than was previously approved, please address this on a separate attachment.
- -Block 6(a), Proponents Representative, refers to the sponsor/proponent unless the form is prepared by someone representing the sponsor/proponent. And if so, block 6(a) should reflect the preparer's information.
- -Block 6(b), Construction Proponent, refers to the person or company who proposed the construction; i.e., proponent/sponsor.
- Sign, date, and retain a copy of the completed form for your file if desired. Fold and TAPE the form so that the FAA return address is visable for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.

Form Approved OMB No. 2120-0001

SUPPLEMENTAL NOTICE

						Aeronautical Study No.						
						-A	SW-	-OE				
Notice of Actual Construction or Alteration												
U.S Deportment of Transportation (Please Type or Print on this Form)												
Federal Aviation Administration												
1. Construction												
A. Type and Description of Construction New B. Owner of Structure												
Alteration												
2. Construction Location — Height A. Coordinates (To hundredths of seconds, if known) B. Location (City, State, include street)												
A. Coor	Latitude	BOULS OF SE		vociti ida		B. Location (City, State, include street address if any)						
	0 '	*	ا ا	ngitude 1	~							
								~ -				
C. Cons	truction Heights		Tot	al Height	\dashv		•					
				<i>ture & Site)</i> ean Sea Level				· ·				
	vation		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	odi. oda Lovei								
Structur	e Height	_ FL AGL		Ft AMSL								
D. Site	Elevation Determin	ed By	E. Reference di	atum of coordinates		Nearest Public-Use of						
_	ctual Survey		□ NAD 27		(inciude	Distance and Direction	n irom ine Airporti					
_	SGS 7.5' Quad Ch	art	□ NAD 83									
	ther (Specify)		Other (Sp		_ : N-Alfina	Nana						
A. Noth	fication			3. Construct	B. Constructi	<u> </u>		<u> </u>				
	(MODES IS	Critical to FAR Part 7	Flight 77 Required)	Date	U. CONSTRUCT	on roject		Date				
20 	(1) Constructio		, , , , , , , , , , , , , , , , , , , ,			1.						
X	(Submit at I	least 48 hrs.	in advance)		[1] Projec	Abandoned						
	(2) Estimated	Completion		•			· ·					
(3) Structure Reached Greatest Height (Submit within 5 days)					(2) Constr	(2) Construction Dismantled						
				4. Marking	and Lightin	ng		_				
A. Mark	ed	-		B. Lighted		_						
				_	n Intensity White High Intensity White Red							
Yes No Temporary Dual (N				Medium Intensity & Red)	/ ☐ Duai (i White	High Intensity & Red)	None					
			5.	Antenna Req	uiring FCC	License						
A. Call S	Sign	B. Frequ	Jency	C. Date Appli	ed for FCC Con	struction Permit	D. Date Constr	uction Permit Issued				
	:											
	:			-								
				6. Preparer	's Certificat	ion						
88	A. Proponent			•		ent's Representative						
1 by olea	Name:	-			Name:							
iffec 'e, '	Address:				Address	Address:						
ubr. tativ												
(II s sen B.)												
3Y. spre tem	Tel, No.:			(Include Area Code	e/ Tel. No.:	Tel. No.: (Include Area Code)						
SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	I hereby certify that the information provided is true, complete, and correct to the best of my knowledge.											
ant.	Signature	,	inoimati	Title	arac, comple	no, and correct i	o the best of	Date				
DOU COL												
SU. progalsc												
	ice is required b	y 14 Code	e of Federal Re	gulations, part 7	7 pursuant to	49 U.S.C., Section	44718. Persor	ns who knowingly				
Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received,												

FAA E...... 7460 9 (7.98) el loctocchec postvini le chitini

pursuant to 49 U.S.C., Section 46301 (a).

THESE ARE O.K.

LIGHTING ALL WILL REQUIRE OBSTRUCTION LIGI

42703- 4240

Aeronautical Study No. 2004-ASW-4263-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-15.44 NAD 83

Longitude: 96-49-48.01

Heights: 38 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4263-OE.

Signature Control No: 391483-320674

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4263-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 1-foot.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-16.31 NAD 83

Longitude:

96-49-47.86

Heights:

38 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- (a) extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4264-OE.

Signature Control No: 391484-320681

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4264-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 2 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4265-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-17.4 NAD 83

Longitude:

96-49-47.82

Heights:

38 feet above ground level (AGL)

671 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- (a) extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4265-OE.

Signature Control No: 391485-320685

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4265-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 4 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-15.41 NAD 83

Longitude:

96-49-46.86

Heights:

38 feet above ground level (AGL)

673 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- extended, revised or terminated by the issuing office. (a)
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4266-OE.

Signature Control No: 391486-320688

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4266-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 1-foot.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4267-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-16.2 NAD 83

Longitude:

96-49-47.04

Heights:

38 feet above ground level (AGL)

672 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- (a) extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4267-OE.

Signature Control No: 391487-320689

(EBO)

Bruce Beard Specialist

Additional Information for ASN 2004-ASW-4267-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 2 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4268-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-16.82 NAD 83

Longitude:

96-49-47.01

Heights:

38 feet above ground level (AGL)

671 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- extended, revised or terminated by the issuing office. (a)
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4268-OE.

Signature Control No: 391488-320696

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4268-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 2 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4269-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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:

Location:

Structure Type: POWER POLE

LOCALIOII:

ADDISON, TX

Latitude:

32-57-17.66 NAD 83

Longitude:

96-49-46.92

Heights:

42 feet above ground level (AGL)

675 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4269-OE.

Signature Control No: 391489-320697

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4269-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 7 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4270-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-17.73 NAD 83

Longitude:

96-49-47.02

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.

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.

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

This aeronautical study included evaluation of a 38 foot AGL structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect this existing height and the most current coordinates/elevation as indicated in the above description.

If we can be of further assistance, please contact our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4270-OE.

Signature Control No: 391490-320701

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

7460-2 Attached

cc: NACO w/map

Additional Information for ASN 2004-ASW-4270-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 3 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4271-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-18.3 NAD 83

Longitude:

96-49-46.78

Heights:

42 feet above ground level (AGL)

675 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)
- X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4271-OE.

Signature Control No: 391492-320702

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4271-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 9 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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:

Location:

Structure Type: POWER POLE ADDISON, TX

Latitude:

32-57-18.49 NAD 83

Longitude:

96-49-47.47

Heights:

38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- extended, revised or terminated by the issuing office.
- 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4272-OE.

Signature Control No: 391494-320704

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4272-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 4 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.

Aeronautical Study No. 2004-ASW-4273-OE

Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE

Location:

ADDISON, TX

Latitude:

32-57-19.14 NAD 83

Longitude:

96-49-47.67

Heights:

38 feet above ground level (AGL)

669 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

X Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 unless:

- extended, revised or terminated by the issuing office. (a)
- 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.

Additional Information for ASN 2004-ASW-4273-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 5 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.



Issued Date: 10/25/2004

JAMES PIERCE TOWN OF ADDISON 16801 WESTGROVE DRIVE ADDISON, TX 75001

** 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 Type: POWER POLE Location: ADDISON, TX

Latitude: 32-57-19.63 NAD 83

Longitude: 96-49-46.93

Heights: 38 feet above ground level (AGL)

670 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

It is required that the enclosed 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)

_X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional information.

This determination expires on 4/25/2006 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.

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.

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 our office at (817)222-5536. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2004-ASW-4274-OE.

Signature Control No: 391497-320711

(EBO)

Bruce Beard Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2004-ASW-4274-OE

This pole exceeds the Addison Airport Runway 33 approach surface by 6 feet.

Currently, the threshold of Runway 33 is displaced by 771 feet. Based on an e-mail message from the Addison Airport Management dated 09-29-04, there are "no plans to re-capture the 771 feet of displaced runway on the approach end of Runway 33." This is due to the Lindberg road, the railroad line, and the future Arapaho road.