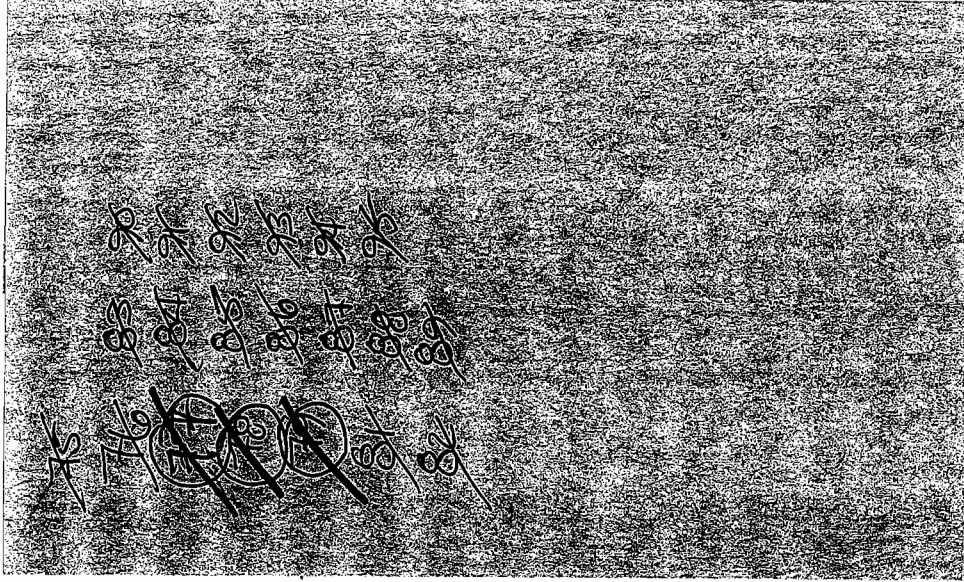


Rec: 11-2-04

THESE ARE NOT O.K.

WILL REQUIRE EITHER:

- (1) LOWERING THE HEIGHT
- (2) FORMAL AERONAUTICAL STUDY REQUIRING PUBLIC NOTICE [90-120 days to complete]
- (3) BURYING THE LINE





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

Aeronautical Study No.
2004-ASW-4276-OE

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
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 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-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.

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.



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

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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4282-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: 32-57-22.94 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 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-4282-OE.

Signature Control No: 391508-321522

(DPH)

Bruce Beard
Specialist

Attachment(s)
Additional Information



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: 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: 32-57-23.83 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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4275-OE

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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4284-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: 32-57-21.54 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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4285-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: 32-57-21.88 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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4286-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: 32-57-22.43 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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4287-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: 32-57-23.19 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 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-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 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.



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

Aeronautical Study No.
2004-ASW-4288-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: 32-57-24.69 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 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-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. In 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.

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.



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

Aeronautical Study No.
2004-ASW-4289-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: 32-57-25.66 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.

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.

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.

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.



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

Aeronautical Study No.
2004-ASW-4290-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: 32-57-26.62 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 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-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.

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.



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

Aeronautical Study No.
2004-ASW-4291-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: 32-57-27.44 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 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-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.







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

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.



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: 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.



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

Aeronautical Study No.
2004-ASW-4295-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: 32-57-27.58 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: jdavis4@oncorgroup.com
Subject: Addison Road Power Poles

Hi James:

We spoke with Randy Newsom on December 15, 2004 about scheduling and prioritizing 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: John Birkhoff [JBirkhoff@BHCLLP.COM]
Sent: Thursday, December 16, 2004 9:51 AM
To: Steve Chutchian
Subject: 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.

COPIES

APPROVED

4263 - 76, 77, 78, 79

80 - 88

MISSING

~~77~~
~~78~~
~~79~~

ALL APPROVED



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

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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
2004-ASW-4264-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: 32-57-16.31 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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)
- 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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
2004-ASW-4266-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: 32-57-15.41 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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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:

Structure Type: POWER POLE
Location: 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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
2004-ASW-4272-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: 32-57-18.49 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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)
- 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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
 2004-ASW-4274-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: 32-57-19.63 NAD 83
 Longitude: 96-49-46.93
 Heights: 38 feet above ground level (AGL)
 670 feet above mean sea level (AMSL)

5

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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
2004-ASW-4275-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: 32-57-20.48 NAD 83
Longitude: 96-49-47.7
Heights: 38 feet above ground level (AGL)
669 feet above mean sea level (AMSL)

7

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)
- 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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

3

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)
- 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

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

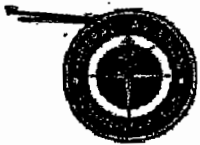
As a result of this structure being critical to flight safety, it is required that the FAA be kept apprised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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)

9

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)
- 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

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
 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)

10

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

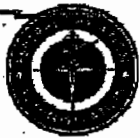
As a result of this structure being critical to flight safety, it is required that the FAA be kept apprised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
 2004-ASW-4282-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: 32-57-22.94 NAD 83
 Longitude: 96-49-47.64
 Heights: 38 feet above ground level (AGL)
 667 feet above mean sea level (AMSL)

W

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)
- 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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)
- 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:

- (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



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

Aeronautical Study No.
2004-ASW-4284-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: 32-57-21.54 NAD 83
Longitude: 96-49-46.92
Heights: 38 feet above ground level (AGL)
668 feet above mean sea level (AMSL)

12

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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
2004-ASW-4285-OE

Issued Date: 11/23/2004

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

13

**** 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)

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 apprised 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:

- (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



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

Aeronautical Study No.
 2004-ASW-4286-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: 32-57-22.43 NAD 83
 Longitude: 96-49-46.91
 Heights: 38 feet above ground level (AGL)
 668 feet above mean sea level (AMSL)

14

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)

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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION



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

Aeronautical Study No.
 2004-ASW-4287-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: 32-57-23.19 NAD 83
 Longitude: 96-49-46.83
 Heights: 42 feet above ground level (AGL)
 671 feet above mean sea level (AMSL)

16

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)
- 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 apprised 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



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

Aeronautical Study No.
2004-ASW-4288-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: 32-57-24.69 NAD 83
Longitude: 96-49-47.62
Heights: 38 feet above ground level (AGL)
667 feet above mean sea level (AMSL)

21

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



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

Aeronautical Study No.
 2004-ASW-4289-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: 32-57-25.66 NAD 83
 Longitude: 96-49-47.62
 Heights: 38 feet above ground level (AGL)
 667 feet above mean sea level (AMSL)

22

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)

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



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

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)

18

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)
- 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



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

Aeronautical Study No.
 2004-ASW-4291-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: 32-57-27.44 NAD 83
 Longitude: 96-49-47.92
 Heights: 38 feet above ground level (AGL)
 668 feet above mean sea level. (AMSL)

19

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)

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



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

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)

23

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



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

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)

24

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)

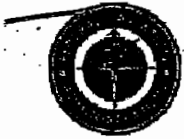
 X Within 5 days after the construction reaches its greatest height
 (7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept apprised 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



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)

25

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)

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 apprised 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



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

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)

20

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 apprised 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

MATCH LINE A1-A1

MATCH LINE A-A

CAFE CAPRI

15107 ADDISON RD.

1
LONG: 96°49'47.47"
LAT: 32°57'18.49"
GROUND ELEV. 631.3
OVERALL HEIGHT: 38 FT.

2
LONG: 96°49'47.67"
LAT: 32°57'19.14"
GROUND ELEV. 631.0
OVERALL HEIGHT: 38 FT.

3
LONG: 96°49'46.93"
LAT: 32°57'19.63"
GROUND ELEV. 631.1
OVERALL HEIGHT: 38 FT.

72

73

78

24" HACK.

4+00

5+00

ADDISON ROAD

77

74

79

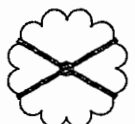
4
LONG: 96°49'46.93"
LAT: 32°57'18.74"
GROUND ELEV. 631.3
OVERALL HEIGHT: 38 FT.

5
LONG: 96°49'46.92"
LAT: 32°57'19.63"
GROUND ELEV. 631.1
OVERALL HEIGHT: 38 FT.

6
LONG: 96°49'46.75"
LAT: 32°57'19.97"
GROUND ELEV. 631.0
OVERALL HEIGHT: 47 FT.

4901 BELT LINE ROAD

TREE REMOVAL =



BASIS FOR LONGITUDE & LATITUDE:
NAD83 DATUM LONG-LAT WEST POSTIC
DEGREES -180° TO +180°

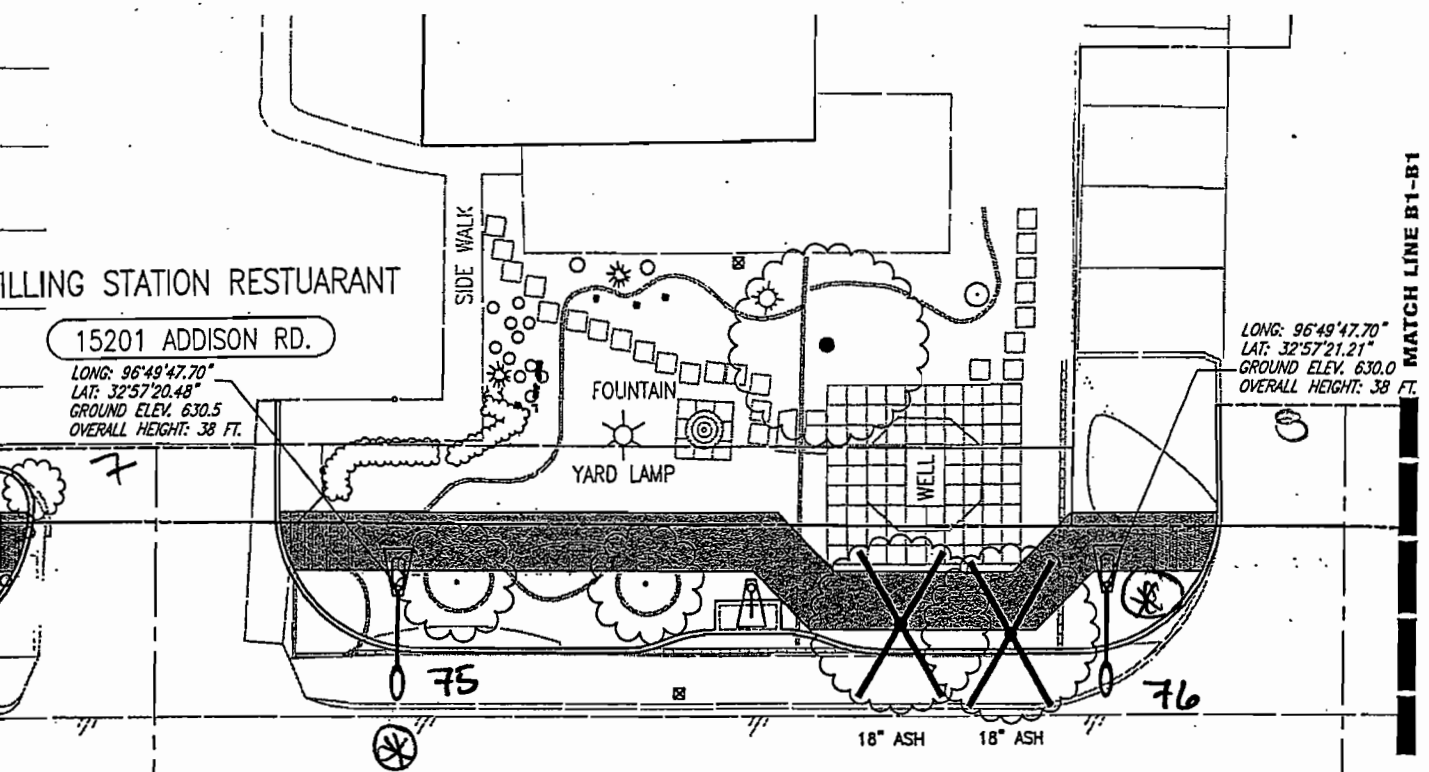
ILLING STATION RESTUARANT

15201 ADDISON RD.

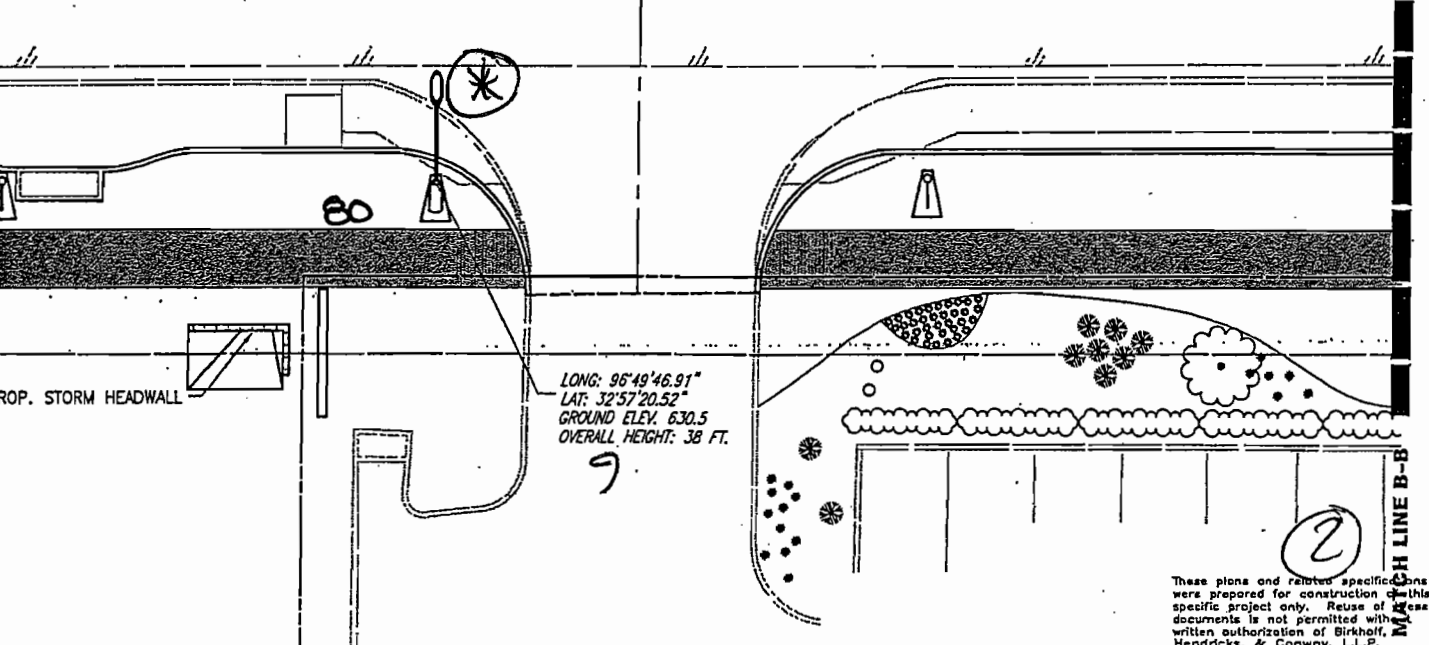
LONG: 96°49'47.70"
LAT: 32°57'20.48"
GROUND ELEV. 630.5
OVERALL HEIGHT: 38 FT.

LONG: 96°49'47.70"
LAT: 32°57'21.21"
GROUND ELEV. 630.0
OVERALL HEIGHT: 38 FT.

MATCH LINE B1-B1



6+00



LONG: 96°49'46.91"
LAT: 32°57'20.52"
GROUND ELEV. 630.5
OVERALL HEIGHT: 38 FT.

MATCH LINE B-B

These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Birkhoff, Hendricks, & Conway, L.L.P.

TOWN OF ADDISON, TEXAS

ADDISON ROAD IMPROVEMENTS
BELT LINE ROAD TO ARAPAHO ROAD PHASE I
ADDISON ROAD LANDSCAPE/LIGHTING

BIRKHOFF, HENDRICKS & CONWAY L.L.P.
CONSULTING ENGINEERS
Dallas, Texas

THESE DOCUMENTS ARE FOR
BIDDING, CONSTRUCTION,
AND PERMIT PURPOSES
John W. Birkhoff
DATE: 8/3/04



DESIGNED BY: J.W.B.

PROJECT: 2002 102

SHEET NO. LS2

MAKOS

15207 ADDISON RD.

MATCH LINE B1-B1

LONG: 96°49'47.64"
LAT: 32°57'22.05"
GROUND ELEV. 629.8
OVERALL HEIGHT: 38 FT.

LONG: 96°49'47.64"
LAT: 32°57'22.94"
GROUND ELEV. 629.6
OVERALL HEIGHT: 38

24" ELM

81

82

24" ASH

16" HACK.

18" ELM

7+00

8+00

ADDISON RD.

LONG: 96°49'46.92"
LAT: 32°57'21.54"
GROUND ELEV. 630.0
OVERALL HEIGHT: 38 FT.

LONG: 96°49'46.74"
LAT: 32°57'21.88"
GROUND ELEV. 629.8
OVERALL HEIGHT: 47 FT.

LONG: 96°49'46.91"
LAT: 32°57'22.43"
GROUND ELEV. 629.5
OVERALL HEIGHT: 38 FT.

83 84

H RC

8" IN CONC.

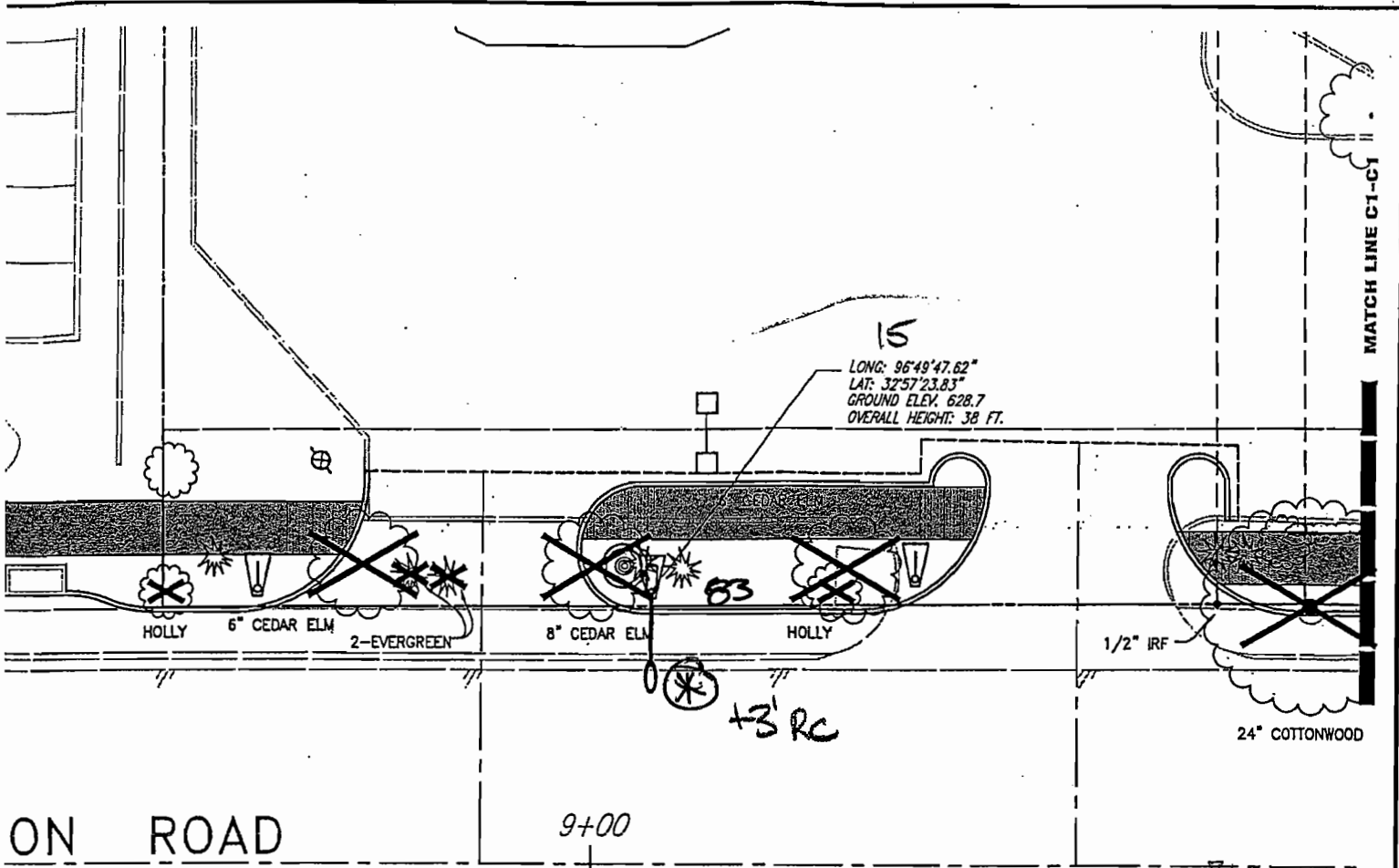
86

85

MATCH LINE B1-B

STEAK HOUSE
ADDISON RD.

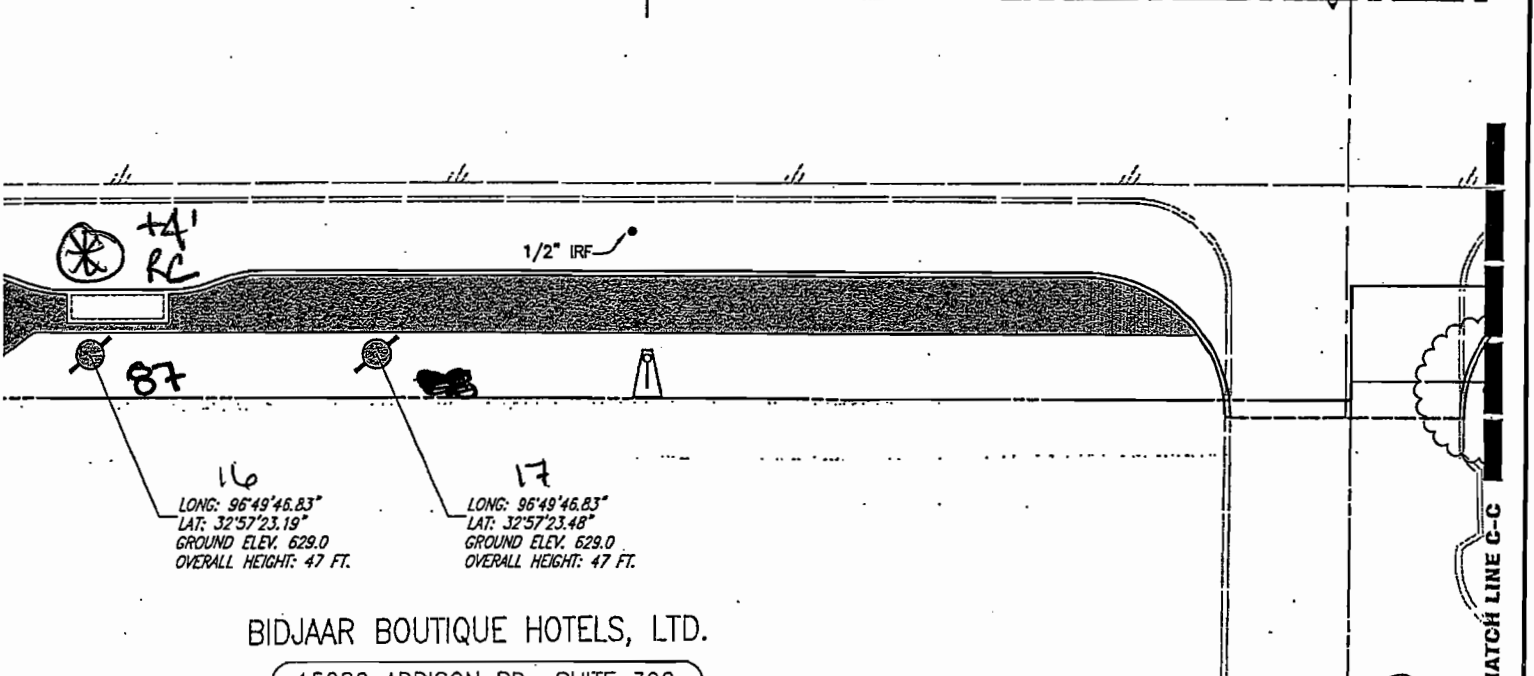
TREE A



ON ROAD

9+00

MATCH LINE C1-C1



BIDJAAR BOUTIQUE HOTELS, LTD.
15280 ADDISON RD., SUITE 300

These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Birkhoff, Hendricks, & Conway, L.L.P.

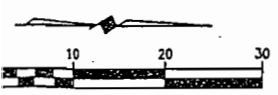
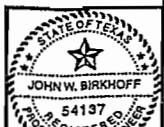
4

MATCH LINE C-C

BASIS FOR LONGITUDE & LATITUDE:
NAD83 DATUM LONG-LAT WEST POSITION,
DEGREES -180° TO +180°

TOWN OF ADDISON, TEXAS	
ADDISON ROAD IMPROVEMENTS BELT LINE ROAD TO ARAPAHO ROAD PHASE I ADDISON ROAD LANDSCAPE/LIGHTING	
BIRKHOFF, HENDRICKS & CONWAY L.L.P. CONSULTING ENGINEERS Dallas, Texas	
DESIGNED BY: J.W.B.	PROJECT: 2002 102
SHEET NO. 153	

THESE DOCUMENTS ARE FOR
BIDDING, CONSTRUCTION,
AND PERMIT PURPOSES.
John W. Birkhoff
DATE: 8/3/04



J & D AUTO COSMETOLOGIST

15293 ADDISON RD.

18

LONG: 96°49'47.63"
LAT: 32°57'26.62"
GROUND ELEV. 629.5
OVERALL HEIGHT: 38 FT.

19

LONG: 96°49'47.92"
LAT: 32°57'27.44"
GROUND ELEV. 630.0
OVERALL HEIGHT: 38 FT.

91

90

MATCH LINE D1-D1

IN ROAD

12+00

13+0

10" OAK

6" OAK

5/8" IRF

ARAPAHO ROAD

MATCH LINE B-D

PARK

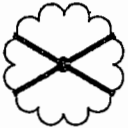
20

LONG: 96°49'46.71"
LAT: 32°57'27.58"
GROUND ELEV. 630.0
OVERALL HEIGHT: 47 FT.

95

18" OAK

TREE REMOVAL =



These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Birkhoff, Hendricks, & Conway, L.L.P.

(6)

TOWN OF ADDISON, TEXAS

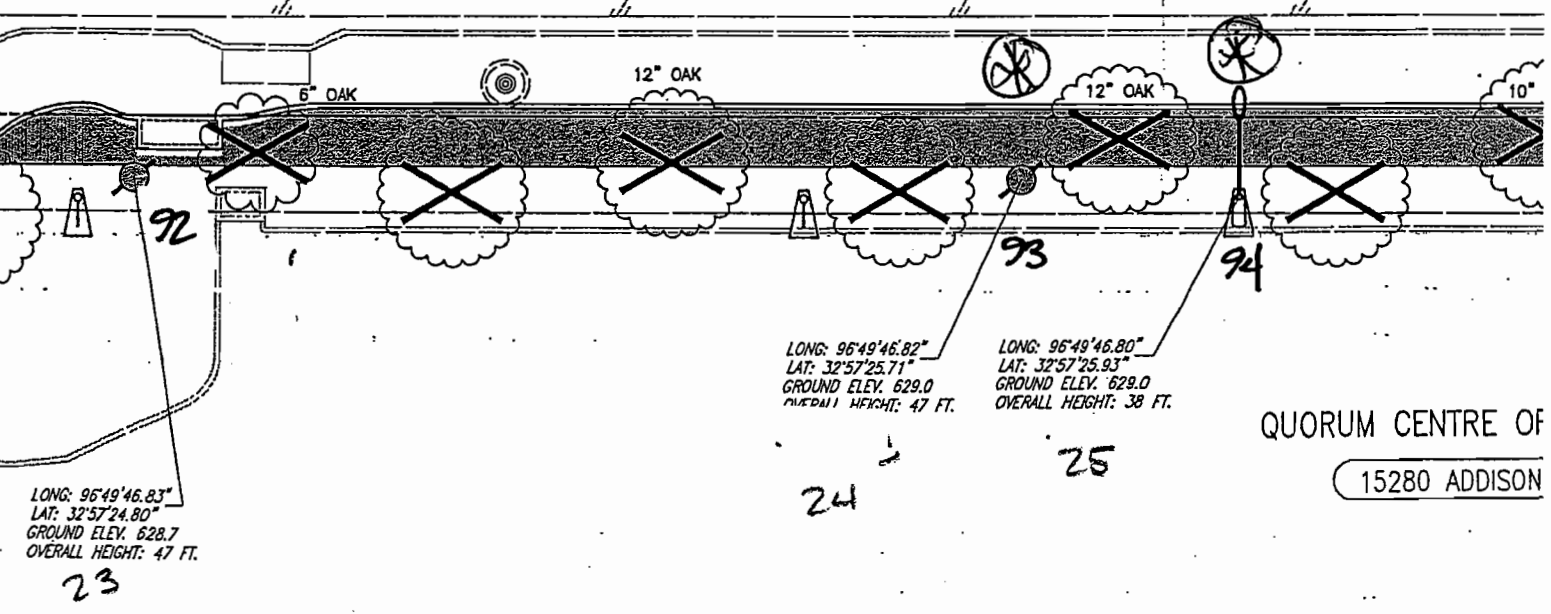
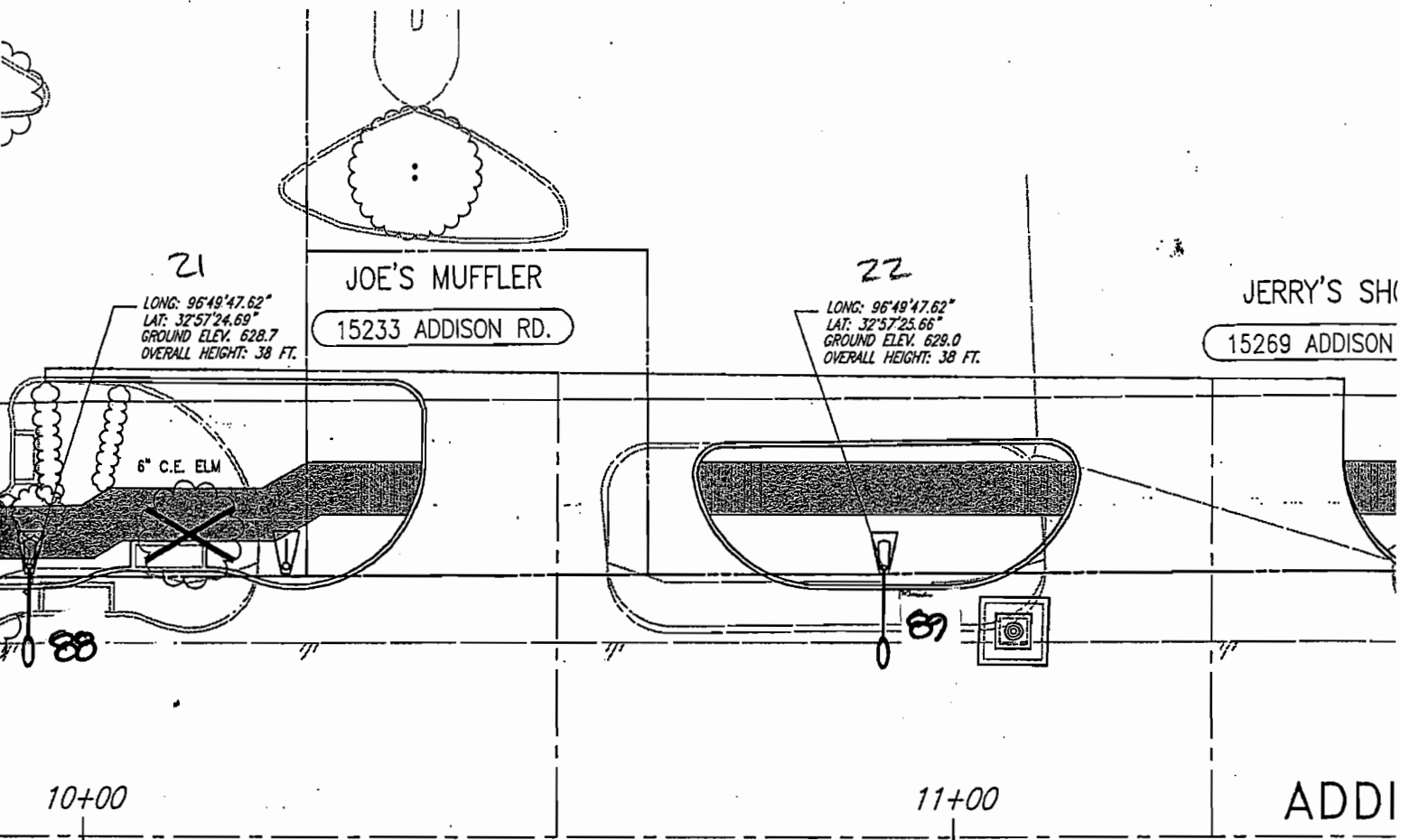
ADDISON ROAD IMPROVEMENTS
BELT LINE ROAD TO ARAPAHO ROAD PHASE I
ADDISON ROAD LANDSCAPE/LIGHTING

BIRKHOFF, HENDRICKS & CONWAY L.L.P.
CONSULTING ENGINEERS
Dallas, Texas

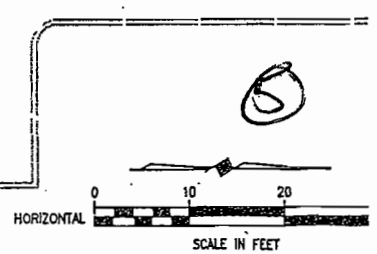
THESE DOCUMENTS ARE FOR
BIDDING, CONSTRUCTION,
AND PERMIT PURPOSES
John W. Birkhoff
DATE: 8/3/04



DESIGNED BY: J.W.B.	PROJECT: 2002 102	SHEET NO. LS4
DRAWN BY: TJH	DATE: JUNE 2004	OF 56 SHEETS



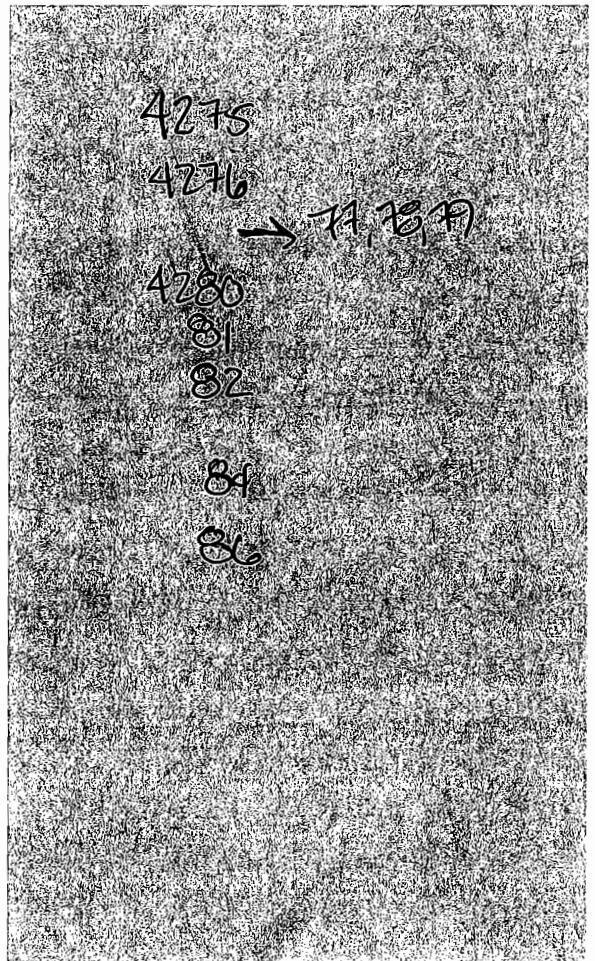
BASIS FOR LONGITUDE & LATITUDE:
NAD83 DATUM LONG-LAT WEST POSITION,
DEGREES -180° TO +180°



Steve - for
your file
these all need
hazard lights
Jim

**JIM -
THESE ARE
FOR THE POLES
ON
ADDISON
ROAD**

JL





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

Aeronautical Study No.
2004-ASW-4275-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: 32-57-20.48 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)

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.

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 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 visible for delivery. **DO NOT STAPLE** whereas stapling causes destruction of the form when processed through postal service machines.



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

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)

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 apprised 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.

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 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 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 visible 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



U.S. Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
---	------------------------------

2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: Longitude:	B. Location (City, State, include street address if any)
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL	Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____
F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)	

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
---	--

5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
--------------	--------------	---	------------------------------------

6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
	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).



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

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)

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.

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 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 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.



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

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)

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.

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 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

7460-2 Attached

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.

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.



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

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)

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.

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 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

7460-2 Attached

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.

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.



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

Aeronautical Study No.
 2004-ASW-4279-OE

Issued Date: 10/26/2004

6

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)

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 apprised 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.

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 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

7460-2 Attached

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.

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.



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

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)

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 apprised 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.

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 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

7460-2 Attached

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 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: 0 " " " " Longitude: 0 " " " "	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ Ft. AMSL Structure Height _____ Ft. AGL	Total Height (Structure & Site) Above Mean Sea Level _____ Ft. AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.	
	Signature	Title

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).



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

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
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)

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.

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 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

7460-2 Attached

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 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
---	------------------------------

2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Latitude</td> <td style="text-align: center;">Longitude</td> </tr> <tr> <td style="text-align: center;">0 " "</td> <td style="text-align: center;">0 " "</td> </tr> </table>	Latitude	Longitude	0 " "	0 " "	B. Location (City, State, include street address if any)
Latitude	Longitude				
0 " "	0 " "				
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL	Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL				
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____				
F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)					

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
---	--

5. Antenna Requiring FCC License

A. Call-Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
--------------	--------------	---	------------------------------------

6. Preparer's Certification

SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
	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).



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

Aeronautical Study No.
2004-ASW-4282-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: 32-57-22.94 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)

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.

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 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

7460-2 Attached

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 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 visible for delivery. **DO NOT STAPLE** whereas stapling causes destruction of the form when processed through postal service machines.



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

Aeronautical Study No.
2004-ASW-4284-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: 32-57-21.54 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)

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.

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 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

7460-2 Attached

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.

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 visible for delivery. **DO NOT STAPLE** whereas stapling causes destruction of the form when processed through postal service machines.



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

Aeronautical Study No.
2004-ASW-4286-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: 32-57-22.43 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 apprised 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.

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 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-4286-OE.

Signature Control No: 391513-327448

(EBO)

Bruce Beard
Specialist

Attachment(s)
Additional Information

7460-2 Attached

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 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.

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FILLING STATION RESTUARANT

15201 ADDISON RD.

LONG: 96°49'47.70"
LAT: 32°57'20.48"
GROUND ELEV. 630.5
OVERALL HEIGHT: 38 FT.

SIDE WALK

FOUNTAIN

YARD LAMP

WELL

LONG: 96°49'47.70"
LAT: 32°57'21.21"
GROUND ELEV. 630.0
OVERALL HEIGHT: 38 FT.

MATCH LINE B1-B1

18" ASH 1" ASH

6+00

PROP. STORM HEADWALL

LONG: 96°49'46.91"
LAT: 32°57'20.52"
GROUND ELEV. 630.5
OVERALL HEIGHT: 38 FT.

MATCH LINE B-B

These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Birkhoff, Hendricks, & Conway, L.L.P.

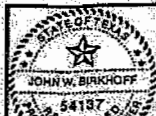
TOWN OF ADDISON, TEXAS

ADDISON ROAD IMPROVEMENTS
BELT LINE ROAD TO ARAPAHO ROAD PHASE I
ADDISON ROAD LANDSCAPE/LIGHTING

BIRKHOFF, HENDRICKS & CONWAY L.L.P.
CONSULTING ENGINEERS
Dallas, Texas

DESIGNED BY: J.W.B. PROJECT: 2002 102 SHEET NO. 100

THESE DOCUMENTS ARE FOR BIDDING, CONSTRUCTION, AND PERMIT PURPOSES.
John W. Birkhoff



MAKOS

15207 ADDISON RD.

MATCH LINE B1-B1

LONG: 96°49'47.64"
LAT: 32°57'22.05"
GROUND ELEV: 629.8
OVERALL HEIGHT: 38 FT.

LONG: 96°49'47.6"
LAT: 32°57'22.94"
GROUND ELEV: 62
OVERALL HEIGHT:

24" ELM

24" ASH

16" HACK.

18" ELM

7+00

8+00

AD

LONG: 96°49'46.92"
LAT: 32°57'21.54"
GROUND ELEV: 630.0
OVERALL HEIGHT: 38 FT.

LONG: 96°49'46.74"
LAT: 32°57'21.89"
GROUND ELEV: 629.8
OVERALL HEIGHT: 47 FT.

LONG: 96°49'46.91"
LAT: 32°57'22.43"
GROUND ELEV: 629.3
OVERALL HEIGHT: 38 FT.

H.P.C.

8" IN CONC.

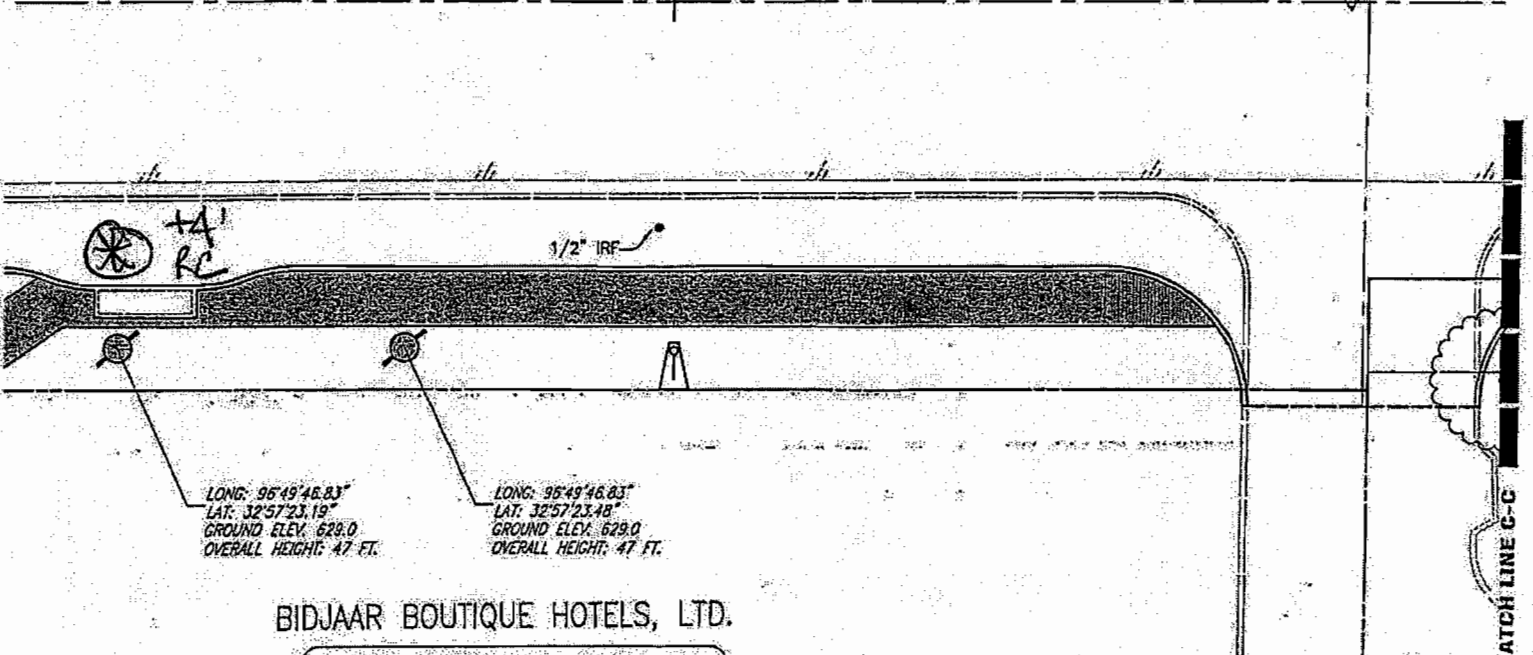
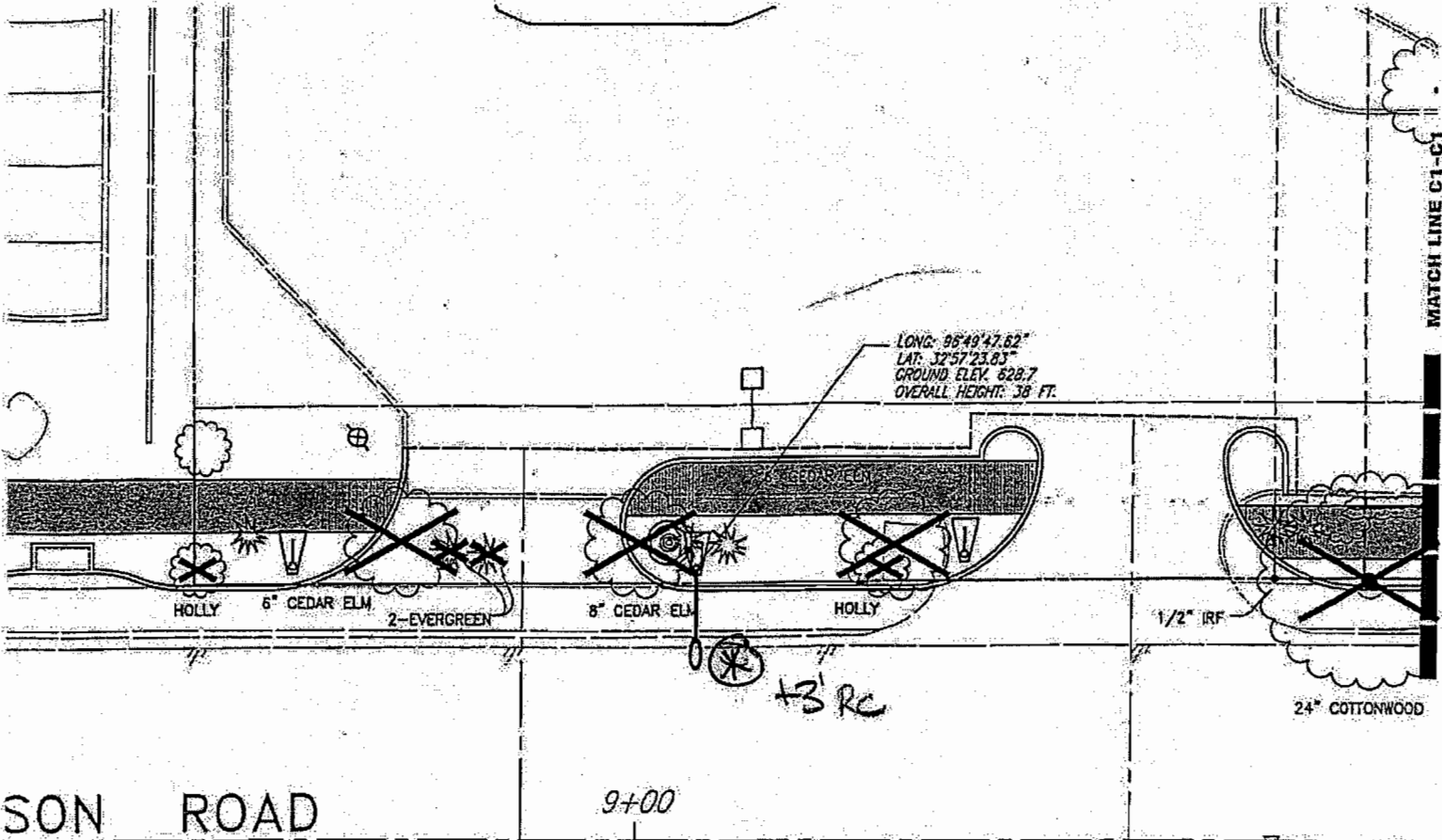
MATCH LINE B2-B2

STEAK HOUSE

ADDISON RD.

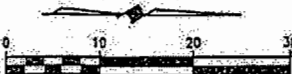
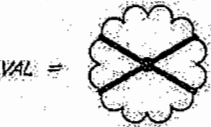
TREE

3



BIDJAAR BOUTIQUE HOTELS, LTD.
 15280 ADDISON RD., SUITE 300

These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Birkhoff, Hendricks, & Conway, L.L.P.



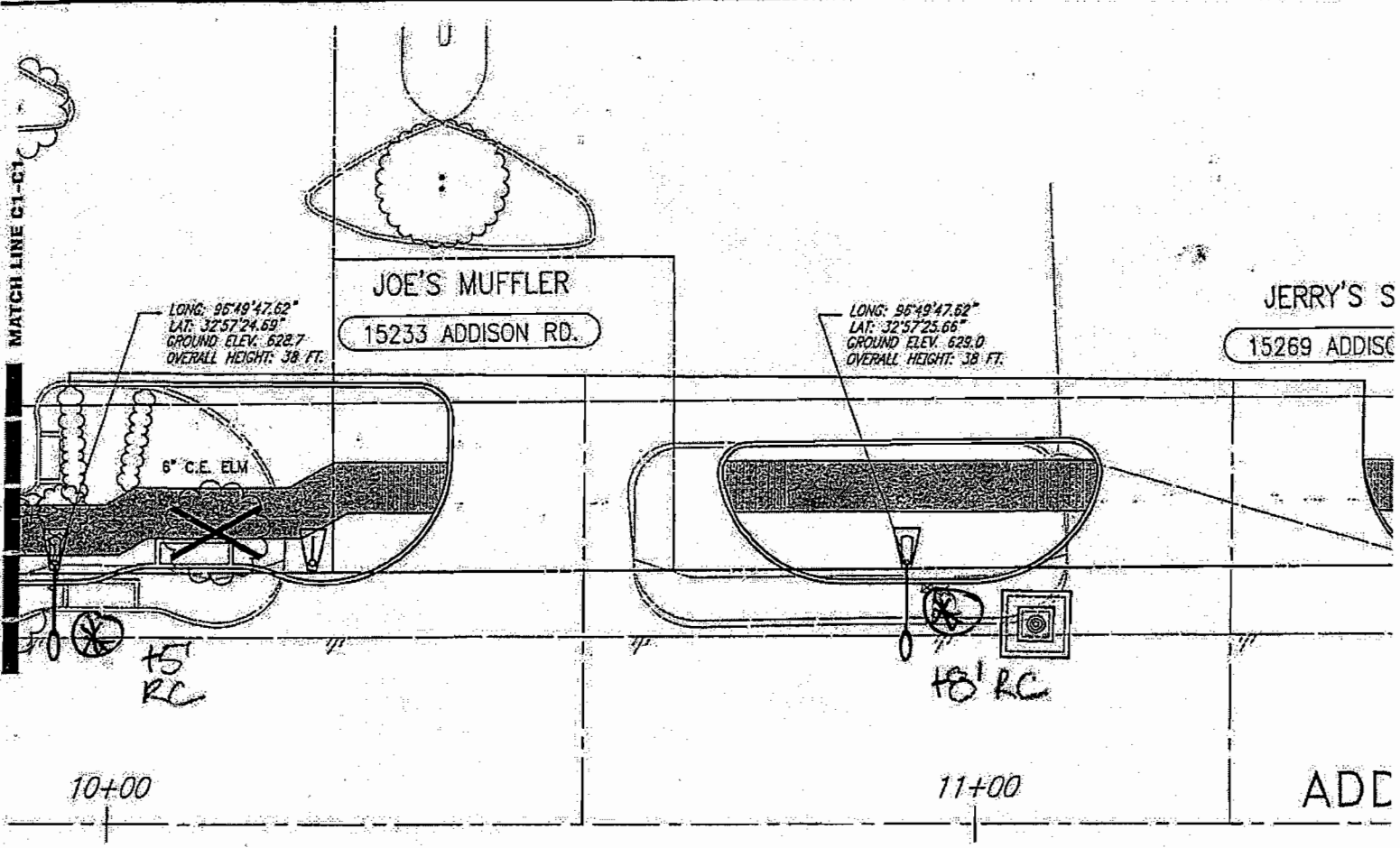
BASIS FOR LONGITUDE & LATITUDE:
 NAD83 DATUM LONG-LAT WEST POSITION,
 DEGREES -180° TO +180°

THESE DOCUMENTS ARE FOR BIDDING, CONSTRUCTION, AND PERMIT PURPOSES.
John W. Birkhoff



TOWN OF ADDISON, TEXAS	
ADDISON ROAD IMPROVEMENTS BELT LINE ROAD TO ARAPAHO ROAD PHASE I ADDISON ROAD LANDSCAPE/LIGHTING	
BIRKHOFF, HENDRICKS & CONWAY L.L.P. CONSULTING ENGINEERS Dallas, Texas	
DESIGNED BY: J.W.B.	PROJECT: 2002 102
SHEET NO. 4	

MATCH LINE C1-C2



LONG: 96°49'47.62"
 LAT: 32°57'24.89"
 GROUND ELEV. 628.7
 OVERALL HEIGHT: 38 FT.

LONG: 96°49'47.62"
 LAT: 32°57'25.66"
 GROUND ELEV. 629.0
 OVERALL HEIGHT: 38 FT.

6" C.E. ELM

15' RC

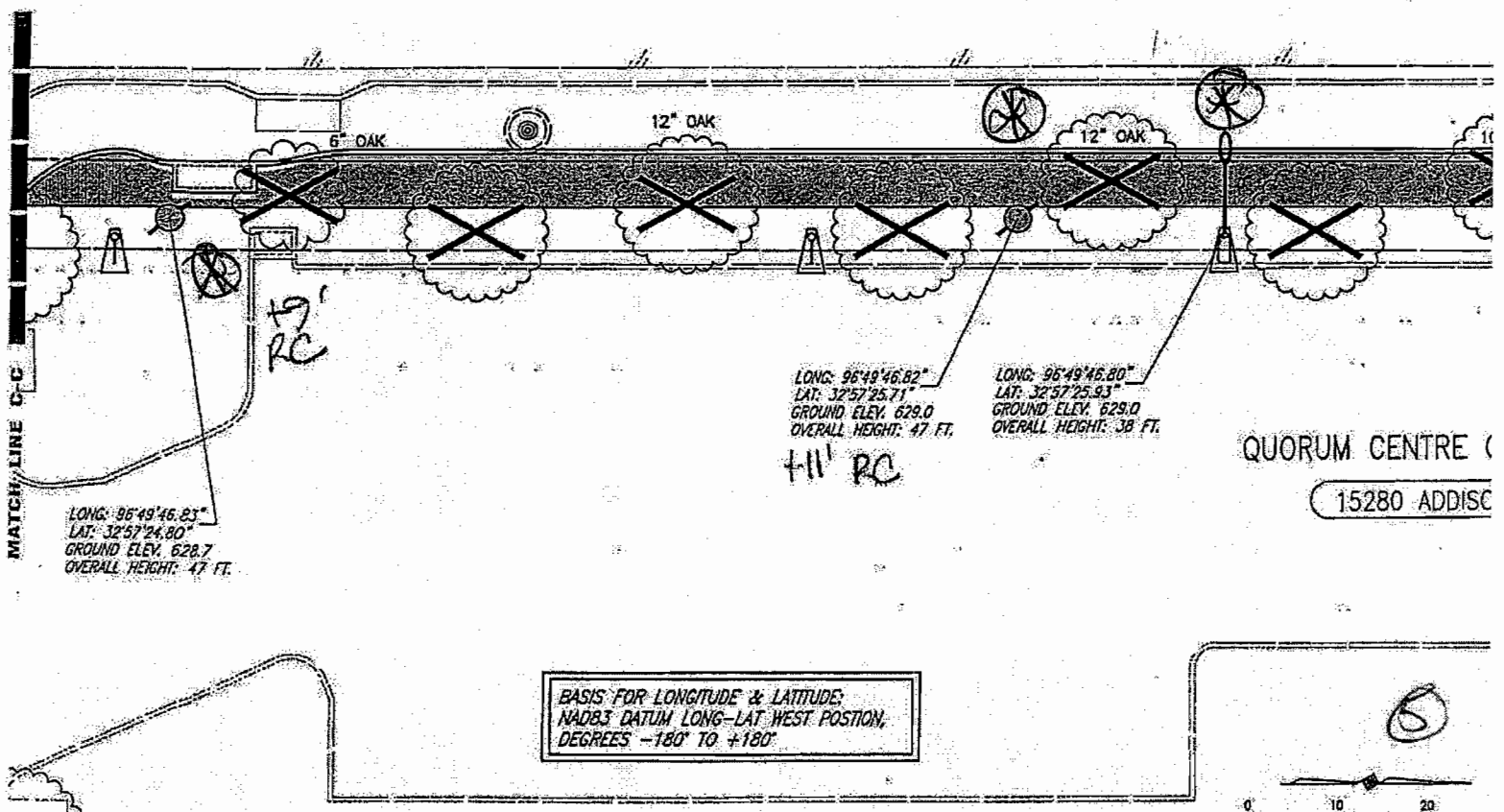
18' RC

10+00

11+00

ADD

MATCH LINE C-C



LONG: 96°49'46.83"
 LAT: 32°57'24.80"
 GROUND ELEV. 628.7
 OVERALL HEIGHT: 47 FT.

LONG: 96°49'46.82"
 LAT: 32°57'25.71"
 GROUND ELEV. 629.0
 OVERALL HEIGHT: 47 FT.

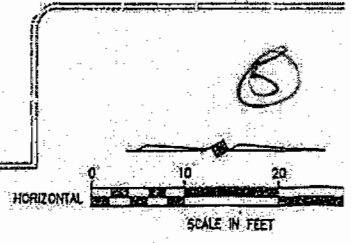
LONG: 96°49'46.80"
 LAT: 32°57'25.93"
 GROUND ELEV. 629.0
 OVERALL HEIGHT: 38 FT.

15' RC

11' RC

QUORUM CENTRE (C)
 15280 ADDISON RD.

BASIS FOR LONGITUDE & LATITUDE:
 NAD83 DATUM LONG-LAT WEST POSITION,
 DEGREES -180 TO +180



J & D AUTO COSMETOLOGIST

15293 ADDISON RD.

LONG: 96°49'47.63"
LAT: 32°57'26.62"
GROUND ELEV: 629.5
OVERALL HEIGHT: 38 FT.

14' RC
LONG: 96°49'47.92"
LAT: 32°57'27.44"
GROUND ELEV: 630.0
OVERALL HEIGHT: 38 FT.

10' RC

MATCH LINE D1-D1

ON ROAD 12+00 13+0

10" OAK

6" OAK

5/8" IRF

ARAPAHO ROAD

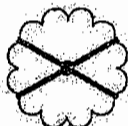
MATCH LINE D-D

LONG: 96°49'46.71"
LAT: 32°57'27.58"
GROUND ELEV: 630.0
OVERALL HEIGHT: 47 FT.

18" OAK

These plans and related specifications were prepared for construction of this specific project only. Reuse of these documents is not permitted without written authorization of Birkhoff, Hendricks, & Conway, L.L.P.

TREE REMOVAL =



TOWN OF ADDISON, TEXAS

ADDISON ROAD IMPROVEMENTS
BELT LINE ROAD TO ARAPAHO ROAD PHASE I
ADDISON ROAD LANDSCAPE/LIGHTING

BIRKHOFF, HENDRICKS & CONWAY L.L.P.
CONSULTING ENGINEERS
Dallas, Texas

THESE DOCUMENTS ARE FOR
BIDDING, CONSTRUCTION,
AND PERMIT PURPOSES.

John W. Birkhoff
DATE: 8/3/04



DESIGNED BY: J.W.B.
DRAWN BY: TJM

PROJECT: 2002 102
DATE: JUNE 2004

SHEET NO.
LS4
OF 55 SHEETS



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)

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:

- (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 12/23/2004. 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 public-use 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 visible 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



U.S. Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: Longitude:	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ Ft. AMSL Structure Height _____ Ft. AGL	Total Height (Structure & Site) Above Mean Sea Level _____ Ft. AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.	
	Signature	Title

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).

Jenny - Please
check 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



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

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)

13

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)

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 apprised 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:

- (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 12/23/2004. 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 public-use 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 visible 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



U.S. Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: 0 ' " . Longitude: 0 ' " .	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ Ft. AMSL Structure Height _____ Ft. AGL	Total Height (Structure & Site) Above Mean Sea Level _____ Ft. AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
	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).



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)

116

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)

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 apprised 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-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 public-use 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 visible for delivery. DO NOT STAPLE whereas stapling causes destruction of the form when processed through postal service machines.



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)

21

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)

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 apprised 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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
--	-----------------------

2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: Longitude:	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL	Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
Signature	Title	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).



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

Aeronautical Study No.
 2004-ASW-4289-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: 32-57-25.66 NAD 83
 Longitude: 96-49-47.62
 Heights: 38 feet above ground level (AGL)
 667 feet above mean sea level (AMSL)

22

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)

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-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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction

New
 Alteration

B. Owner of Structure

2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known)

Latitude: 0 | | " | | "

Longitude: 0 | | " | | "

B. Location (City, State, include street address if any)

C. Construction Heights

Site Elevation _____ FL AMSL

Structure Height _____ FL AGL

Total Height
(Structure & Site)
Above Mean Sea Level

_____ FL AMSL

D. Site Elevation Determined By

Actual Survey
 USGS 7.5' Quad Chart
 Other (Specify) _____

E. Reference datum of coordinates

NAD 27
 NAD 83
 Other (Specify) _____

F. Name of Nearest Public-Use or Military Airport
(Include Distance and Direction from the Airport)

3. Construction Notifications

A. Notification (Notice is Critical to Flight Safety — FAR Part 77 Required) ★

★ (1) Construction will start
(Submit at least 48 hrs. in advance)

(2) Estimated Completion

★ (3) Structure Reached Greatest Height
(Submit within 5 days)

Date

B. Construction/Project

(1) Project Abandoned

(2) Construction Dismantled

Date

4. Marking and Lighting

A. Marked

Yes No Temporary

B. Lighted

Medium Intensity White High Intensity White Red

Dual (Medium Intensity White & Red) Dual (High Intensity White & Red) None

5. Antenna Requiring FCC License

A. Call Sign

B. Frequency

C. Date Applied for FCC Construction Permit

D. Date Construction Permit Issued

6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)

A. Proponent

Name:

Address:

Tel. No.: (Include Area Code)

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.

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).



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)

18

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)

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-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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location -- Height

A. Coordinates (To hundredths of seconds, if known) Latitude: 0 ' " . Longitude: 0 ' " .	B. Location (City, State, include street address if any)
C. Construction Heights Site Elevation _____ Fl. AMSL Structure Height _____ Fl. AGL Total Height (Structure & Site) Above Mean Sea Level _____ Fl. AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____
F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)	

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
	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).



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)

19

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)

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-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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: 0 ' " . Longitude: 0 ' " .	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL	Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY. (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.	
	Signature	Title

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: 11/26/2004

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)

23

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)

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-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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: 0 ' " . Longitude: 0 ' " .	B. Location (City, State, include street address if any)
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL	Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____
F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)	

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
---	--

5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
Signature	Title	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: 11/26/2004

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)

24

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)
- 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 public-use 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 visible 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



U.S. Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
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2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: Longitude:	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL	Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL	
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.	
	Signature	Title

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).



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)

25

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)

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 apprised 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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
---	------------------------------

2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) Latitude: 0 ' " . Longitude: 0 ' " .	B. Location (City, State, include street address if any)	
C. Construction Heights Site Elevation _____ FL AMSL Structure Height _____ FL AGL Total Height (Structure & Site) Above Mean Sea Level _____ FL AMSL		
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
---	--

5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

A. Proponent Name: Address: Tel. No.: _____ (Include Area Code)	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.		
Signature	Title	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).



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

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)

20

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)

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-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 public-use 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 visible 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



US Department of Transportation
Federal Aviation Administration

Notice of Actual Construction or Alteration

(Please Type or Print on this Form)

1. Construction

A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
---	------------------------------

2. Construction Location — Height

A. Coordinates (To hundredths of seconds, if known) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Latitude</td> <td style="text-align: center;">Longitude</td> </tr> <tr> <td style="text-align: center;">0 ' "</td> <td style="text-align: center;">0 ' "</td> </tr> </table>	Latitude	Longitude	0 ' "	0 ' "	B. Location (City, State, include street address if any)
Latitude	Longitude				
0 ' "	0 ' "				
C. Construction Heights Site Elevation _____ Ft. AMSL Structure Height _____ Ft. AGL	Total Height (Structure & Site) Above Mean Sea Level _____ Ft. AMSL				
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify) _____	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify) _____				
F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)					

3. Construction 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. Marking and Lighting

A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> High Intensity White <input type="checkbox"/> Red <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> None
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5. Antenna Requiring FCC License

A. Call Sign	B. Frequency	C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
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6. Preparer's Certification

SUBMITTED BY: (If submitted by a proponent's representative, please also complete item B.)	A. Proponent Name: Address: Tel. No.: (Include Area Code)	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.		
	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).

THESE ARE O.K.

ALL WILL REQUIRE
OBSTRUCTION LIGHTING

Rec. 11-2-04

4263- 4274



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

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)

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.

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 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

7460-2 Attached

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.

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.



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

Aeronautical Study No.
2004-ASW-4264-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: 32-57-16.31 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)

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 apprised 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.

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 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

7460-2 Attached

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.

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.



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

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)

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 apprised 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.

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 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

7460-2 Attached

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.

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.



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

Aeronautical Study No.
2004-ASW-4266-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: 32-57-15.41 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)

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.

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 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

7460-2 Attached

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.

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.



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

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)

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 apprised 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.

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 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

7460-2 Attached

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.

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.



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

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)

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.

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 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

7460-2 Attached

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.

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.



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

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:

Structure Type: POWER POLE
Location: 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)

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.

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 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

7460-2 Attached

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.

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.



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

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)

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 apprised 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.

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 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.

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.



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

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)

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 apprised 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.

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 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

7460-2 Attached

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.

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.



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

Aeronautical Study No.
2004-ASW-4272-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: 32-57-18.49 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)

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 apprised 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.

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 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

7460-2 Attached

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.

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.



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

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)

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 apprised 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.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION

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.

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.



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

Aeronautical Study No.
2004-ASW-4274-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: 32-57-19.63 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)

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.

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 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

7460-2 Attached

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.

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