



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

## Design Memorandum No. 08-03 Technical Advisory

March 18, 2008

**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/ Anthony L. Uremovich  
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**SUBJECT:** Federal Aviation Administration (FAA) Tall-Structure Permit

**REVISES:** *Indiana Design Manual* Section 9-3.02

**EFFECTIVE:** Immediately for Project for which FAA Permit has not yet been applied for

### A. Name of Permit and Introduction

The FAA no longer issues a Navigable Airspace Permit. The new formal name is Indiana Tall-Structure Permit. The new informal name is Tall-Structure Permit.

This permit is obtained from the Local Programs Division's Office of Aviation where proposed construction may impact the navigable airspace of a public-use airport. The applicability and application procedure have changed slightly as described below.

### B. Responsible Federal Agency

The FAA is the Federal agency with overall responsibility for analyzing airspace and issuing determinations.

### **C. Responsible INDOT Contact and Application Procedure**

The Office of Aviation's Tall-Structures Project Manager is the responsible INDOT contact person. The designer should work with the appropriate project manager, who will submit the relevant information described below to the Tall-Structures Project Manager.

This information to be submitted includes a completed application form FAA 7460-1, a USGS 7.5-min quadrangle map with a crosshair indicating the location of each obstruction, and other information pertinent to the project. The latitude and longitude of each location measured should be provided to the nearest second (or tenth of a second if practical), the height of each obstruction measured to the nearest 1 ft (0.5 m), rounded up, and the site elevation (AMSL).

Application 9-4E, FAA Form 7460-1 Notice of Proposed Construction or Alteration, including instructions and application, is accessible from the Department's website at [www.in.gov/dot/div/contracts/design/dmforms/](http://www.in.gov/dot/div/contracts/design/dmforms/). The application should be submitted as early in the design phase as possible.

A contact name and telephone number should be provided for both the project manager and the local planning commission that has jurisdiction over the structure site. Separate applications must be prepared for permanent features and also temporary features such as construction equipment. All changes in the design height, structure location, or projected letting date should be communicated to the Tall-Structures Project Manager in a timely manner. If the design height or structure location is changed, a new application must be completed and submitted.

Upon FAA approval, the Tall-Structures Project Manager will provide the project manager with a copy of the FAA's Determination of No Hazard to Air Navigation. This Determination will become the Indiana Tall-Structure Permit 60 days after it is issued.

### **D. Legal References**

The legal references for the Tall-Structure permit are as follows:

1. Federal Aviation Act of 1958;
2. Federal Aviation Regulations (FAR) Part 77;
3. AC 70 / 7460 2K; and
4. Indiana Code IC 8-21-10, Regulation of Tall Structures.

## **F. Purpose**

The purpose of a Tall-Structure Permit is to promote safety in the air and on the ground, and to preserve the navigable airspace at public-use airports.

## **F. Applicability**

A Tall-Structure permit is required for a permanent installation (e.g., a high-mast lighting tower) or construction equipment (e.g., crane, derrick) if the installation or equipment extends to a greater height than an imaginary surface extending outward and upward at one of the slopes as follows:

1. 100 to 1 for a horizontal distance of 20,000 ft (6100 m) from the nearest runway of the nearest public-use airport which has at least one runway at least 3200 ft (975 m) long. The project manager should contact the Tall-Structures Project Manager for information regarding runway lengths or elevations;
2. 50 to 1 for a horizontal distance of 10,000 ft (3050 m) from the nearest runway of the nearest public-use airport whose longest runway is less than 3200 ft (975 m) long; or
3. 25 to 1 for a horizontal distance of 5,000 ft (1525 m) from the nearest landing or takeoff area of a public-use heliport.

If the structure itself is an Interstate highway, 17 ft (5.2 m) must be added to the design elevation of the pavement before calculating the slope. For all other roadways, 15 ft (4.6 m) must be added.

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