

PLYMOUTH_WEST_CT_RELO SRP.txt

* Federal Airways & Airspace *
* Summary Report: New Construction *
* Antenna Structure *

Airspace User: Mark Brauer

File: PLYMOUTH_WEST_CT_RELO

Location: Bristol, CT
Distance: 5.6 Statute Miles
Direction: 76° (true bearing)

Latitude: 41°-39'-42.36" Longitude: 73°-2'-45.60"

SITE ELEVATION AMSL.....821 ft.
STRUCTURE HEIGHT.....143 ft.
OVERALL HEIGHT AMSL.....964 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)
FAR 77.9(b): NNR (DNE Notice Slope)
FAR 77.9(c): NNR (Not a Traverse Way)
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for N41
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for 4B8
FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required
NNR = Notice Not Required
PNR = Possible Notice Required (depends upon actual IFR procedure)
For new construction review Air Navigation Facilities at bottom
of this report.

Notice to the FAA is not required at the analyzed location and height for slope, height or Straight-In procedures. Please review the 'Air Navigation' section for notice requirements for offset IFR procedures and EMI.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL
FAR 77.17(a)(2): DNE - Airport Surface
FAR 77.19(a): DNE - Horizontal Surface
FAR 77.19(b): DNE - Conical Surface
FAR 77.19(c): DNE - Primary Surface
FAR 77.19(d): DNE - Approach Surface
FAR 77.19(e): DNE - Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: N41: WATERBURY

Type: A RD: 9641.582 RE: 849.3
FAR 77.17(a)(1): DNE
FAR 77.17(a)(2): Does Not Apply.
VFR Horizontal Surface: DNE
VFR Conical Surface: DNE
VFR Approach Slope: DNE
VFR Transitional Slope: DNE

The structure is within VFR - Traffic Pattern Airspace Climb/Descent Area. Structures exceeding the greater of 350' AAE, 77.17(a)(2), or VFR horizontal and conical surfaces will receive a hazard determination from the FAA. Maximum AMSL of Climb/Descent Area is 1200 feet.

VFR TRAFFIC PATTERN AIRSPACE FOR: 4B8: ROBERTSON FIELD

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Type: A RD: 50043.7 RE: 200
 FAR 77.17(a)(1): DNE
 FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
 VFR Horizontal Surface: DNE
 VFR Conical Surface: DNE
 VFR Approach Slope: DNE
 VFR Transitional Slope: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)
 FAR 77.17(a)(3) Departure Surface Criteria (40:1)
 DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)
 FAR 77.17(a)(4) MOCA Altitude Enroute Criteria
 The Maximum Height Permitted is 1500 ft AMSL

PRIVATE LANDING FACILITIES

FACIL IDENT TYP NAME	BEARING To FACIL	RANGE IN NM	DELTA ARP ELEVATION	FAA IFR
CT96 AIR GREEN ACRES No Impact to VFr Transitional Surface. Below surface height of 337 ft above ARP.	50.3	4.37	+14	
CT03 HEL BRISTOL HOSPITAL No Impact to Private Landing Facility Structure is beyond notice limit by 25441 feet.	80.28	5.01	+558	
04CT HEL SHINGLE MILL No Impact to Private Landing Facility Structure is beyond notice limit by 29026 feet.	357.01	5.6	+84	

AIR NAVIGATION ELECTRONIC FACILITIES

APCH BEAR	FAC IDNT	ST TYPE	AT	FREQ	VECTOR	DIST (ft)	DELTA ELEVA	ST	LOCATION	GRND ANGLE
	HFD	VOR/DME	R	114.9	93.33	136473	+115	CT	HARTFORD	.05
	BDL	VORTAC	D	109.0	43.65	140899	+804	CT	BRADLEY	.33
	BDL	RADAR	ON		44.38	141416	+728	CT	BRADLEY INTL	.29
	HVN	VOR/DME	R	109.8	163.2	152082	+958	CT	NEW HAVEN	.36
	PWL	VOR/DME	I	114.3	284.75	156433	-286	NY	PAWLING	-.1
	MAD	VOR/DME	R	110.4	142.71	159598	+744	CT	MADISON	.27
	BDR	VOR/DME	R	108.8	186.7	183850	+955	CT	BRIDGEPORT	.30
	CMK	VOR/DME	I	116.6	226.35	202151	+270	NY	CARMEL	.08
	BAF	VORTAC	R	113.0	26.11	203174	+697	MA	BARNES	.20
	IGN	VOR/DME	R	117.6	270.62	212109	+382	NY	KINGSTON	.10

CFR Title 47, §1.30000-§1.30004

AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station.
 Movement Method Proof as specified in §73.151(c) is not required.

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Please review 'AM Station Report' for details.

Nearest AM Station: WPRX @ 8261 meters.

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