

AIRSPACE®**Federal Aviation Regulations Part 77 Sub-Part C
Obstruction Analysis Report**

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Site Identification: FOREST_HEIGHTS_CT
Nearest City: Milford, CT

Site Information (Coordinate Datum - NAD83)

Latitude: 41° - 13' - 58.54"	Decimal Degrees: 41.2329277777778°
Longitude: 73° - 2' - 41.89"	Decimal Degrees: 73.0449694444444°
Ground Elevation: 37 feet AMSL	
Structure Height: 126 feet AGL	
Overall Height: 163 feet AMSL	

FAA Number: Null
Airspace Study #: 2019-APS-2531-OE

Analyzed on: 8/20/2019. Using Airspace® 19.7.438. Airspace® Data Date: 7/15/2019

This Airspace Analysis was completed under all obstacle evaluation rules specified in Federal Aviation Regulations (FAR) Part 77 sub-Part C.

Approved,

Kristina K Pittman, Airspace Technician
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Clyde J Pittman, Aerospace Engineer

Date Printed: 08-20-2019

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Site ID Number: FOREST_HEIGHTS_CT

AERONAUTICAL RECOMMENDATIONS

Notice is not required at the analyzed height and location.

TERPS® analysis has been completed for the proposed site. **The maximum allowable height identified is 800 feet AMSL based upon the RWY 06 ILS and LOC procedures at BDR.**

The proposed structure does not penetrate obstruction standards. An aeronautical analysis by the Federal Aviation Administration would likely find no adverse aeronautical impact. An extended study will not be required.

Marking and Lighting are not normally required for structures 200 feet or less. However, it may become a requirement based upon the outcome of the aeronautical study conducted by the FAA. It will then become part of the determination and a requirement of the determination.

No adverse impact to low altitude federal airways are identified.

No impact to VFR Traffic Pattern Airspace.

No Potential FCC Licensed AM Broadcast Station interference identified.

No impact to an Air Navigation Facility has been identified.

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Site ID Number: FOREST_HEIGHTS_CT

LANDING FACILITY INFORMATION

The nearest public use landing facility to the proposed location is:
IGOR I SIKORSKY MEMORIA (Ident: BDR)

The distance to the nearest runway of this landing facility is 31910 feet or 6 statute miles. The true bearing is 221.34° to this landing facility.

Private landing facilities are exempt from review by the FAA under FAR Part 77. However, locating near a private landing facility may affect aircraft operations during take-off and landing.

The nearest private landing facility is: CT46: MILF
The proposed structure is located 3706 feet or .7 statute miles.
The true bearing to this landing facility is 81 degrees.

The proposed structure is within 3 nautical miles (3.45 statute miles) of a private landing facility. This landing facility and supporters are likely to resist this proposal during the local zoning board hearing.

FAA NOTICE REQUIREMENTS

Notice to the FAA is not required because the proposed structure

- 1) is less than 200 feet above ground level [FAR Part 77.9(a)].
- 2) does not exceed runway slope criteria [FAR Part 77.9(b)].
- 3) is not a traverse way (road) [FAR 77.9(c)].
- 4) is not within a protected instrument procedure area [FAR 77.9 IFR].
- 5) is not on airport property [FAR 77.9(d)].
- 6) is not near an air navigation facility [FAR 77.9 IFR].

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Site ID Number: FOREST_HEIGHTS_CT

AERONAUTICAL IMPACT

FAR Part 77 Subpart-C Obstruction Standards

The proposed structure would not violate or exceed obstruction standards as defined by FAR Part 77.17(a)(1), 77.17(a)(2) and 77.19.

Terminal Instrument Procedure Standards - FAR Part 77.17(a)(3)

No adverse impact with a US Terminal Approach or Departure Procedure has been identified.

Minimum Obstacle Clearance Altitude (MOCA) - FAR Part 77.17(a)(4)

The proposed structure is not located within a low altitude airway area or will not impact aircraft using any airway.

VFR Traffic Pattern Airspace

The proposed structure is not located within a VFR Traffic Pattern Airspace or is below the allowable height. It will not impact aircraft circling to land.

FCC Licensed AM Broadcast Station Proof-of-Performance

The proposed structure is not located within the specified range of an FCC Licensed AM radio and will not require Proof-of-Performance analysis.

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

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Airspace User: Kristina Pittman

File: 2019-APS-2531-OE

Location: Milford, CT

Latitude: 41°-13'-58.54" Longitude: 73°-02'-41.89"

SITE ELEVATION AMSL.....37 ft.
STRUCTURE HEIGHT.....126 ft.
OVERALL HEIGHT AMSL.....163 ft.
SURVEY HEIGHT AMSL.....163 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: NR Exceeds BDR Rwy 24, TERPS analysis required.
NNR TERPS® analysis complete. DNE BDR Rwy 24.
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for HVN
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 is not required because a TERPS® analysis has been conducted. The structure, at the analyzed height and location, does not exceed the maximum TERPS height.

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 - Approach Transitional Surface
FAR 77.19(e): DNE - Abeam Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: BDR: IGOR I SIKORSKY MEMORIAL

Type: A RD: 31910.26 RE: 6
FAR 77.17(a)(1): DNE
FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet AGL.
VFR Horizontal Surface: DNE
VFR Conical Surface: DNE
VFR Primary Surface: DNE
VFR Approach Surface: DNE
VFR Transitional Surface: DNE

VFR TRAFFIC PATTERN AIRSPACE FOR: HVN: TWEED-NEW HAVEN

Type: A RD: 43917.3 RE: 6.3
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 Primary Surface: DNE
VFR Approach Surface: DNE
VFR Transitional Surface: 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 500 ft AMSL

PRIVATE LANDING FACILITIES

FACIL IDENT TYP NAME	BEARING To FACIL	RANGE IN NM	DELTA ARP ELEVATION	FAA IFR
CT46 HEL MILFORD-ALEXANDER	81.41	.61	+143	
Possible Impact to Private landing Facility Exceeds Notice Standards by: 6 ft (N/A Private Heliport)				

No Impact to Private Landing Facility
No violation of Helicopter Approach Surface.
Estimated safety margin is: 203 feet.

JSD HEL SIKORSKY	301.31	2.36	+143	
No Impact to Private Landing Facility Structure is beyond notice limit by 9340 feet.				

CT89 HEL ITT	302.44	4.71	-164	
No Impact to Private Landing Facility Structure 164 ft below heliport.				

CT76 HEL CHASE MANHATTAN BANK OF CT	276.7	4.8	-37	
No Impact to Private Landing Facility Structure 37 ft below heliport.				

AIR NAVIGATION ELECTRONIC FACILITIES

FAC IDNT	TYPE	ST AT	FREQ	VECTOR	DIST (ft)	DELTA ELEVA	ST LOCATION	GRND ANGLE	APCH BEAR
BDR	VOR/DME	R	108.8	219.7	34233	+154	CT BRIDGEPORT	.26	
Alert! IFR Notice is not Required for this structure. Predict within Final Segment of Approach plus Fix Error Area. Predict within FAR 77.9 IFR Notice Requirement Area for BDR: VOR RWY 24 The maximum IFR No Notice Height for new construction is: 200' AMSL.									

JWE	NDB	I	36	341.21	57520	-408	CT CLERA	-.41	
MAD	VOR/DME	R	110.4	72.97	101361	-53	CT MADISON	-.03	
CCC	VOR/DME	R	117.2	148.53	129684	+78	NY CALVERTON	.03	
KOKX	RADAR WXL	Y		159.6	142866	-32	NY NEW YORK	-.01	
CMK	VOR/DME	R	116.6	276.82	148472	-531	NY CARMEL	-.2	
ISP	RADAR	ON	2735.	185.11	156072	-19	NY LONG ISLAND MacAR	-.01	
QVH	RADAR ARSR	Y	1326.9	142.72	162454	-188	NY RIVERHEAD	-.07	
DPK	VOR/DME	R	117.7	203.86	175889	+40	NY DEER PARK	.01	
FOK	TACAN	R	111.0	141.77	183636	+113	NY SUFFOLK CO	.04	
HPN	RADAR	ON	2735.	252.24	193631	-347	NY WESTCHESTER COUNT	-.1	
HFD	VOR/DME	R	114.9	42.37	201820	-686	CT HARTFORD	-.19	

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.
Please review 'AM Station Report' for details.

Nearest AM Station: WFIF @ 6489 meters.

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09:53:01

* F.A.R. 77 OBSTRUCTION ANALYSIS *

Airspace User: Kristina Pittman

FILE: 2019-APS-2531-OE

LATITUDE: 41°-13'-58.54" LONGITUDE: 73°-02'-41.89"

SITE ELEVATION AMSL..... 37 ft.

STRUCTURE HEIGHT.....126 ft.

OVERALL HEIGHT AMSL.....163 ft.

77.17(a)(1) A height more than 499 ft. Above Ground Level (AGL).

***** DOES NOT EXCEED *****

THE MAXIMUM ALLOWABLE HEIGHT IS:..... 536 ft. AMSL

THE GROUND ELEVATION AT THE SITE IS:... 37 ft. AMSL

THE OVERALL CASE ELEVATION IS:..... 163 ft. AMSL

THE CASE IS BELOW THE ALLOWABLE BY:... 373 ft.

BEGIN AIRPORT ANALYSIS FOR BDR

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Proposed height DNE 200 feet Above Ground Level.

THE REFERENCE AIRPORT IDENT IS:..... BDR

THE AIRPORT ELEVATION IS:..... 8 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:... 5.5609 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 41.343 DEGREES

THE CASE HEIGHT AGL IS:..... 126 ft.

ALLOWABLE HEIGHT..... 493 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> BDR <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.
from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 06/24

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 24.

THE BEARING TO THE CASE FROM THE THRESHOLD IS..... 40.232 degrees

THE ABEAM BEARING TO THE CENTERLINE IS..... 135 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS..... 45 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS..... 2638.1 ft.

THE RUNWAY THRESHOLD ELEVATION IS..... 6 ft. AMSL

THE DISTANCE FROM THRESHOLD + 200' TO THE CASE IS... 31710.947 ft.

THE DISTANCE FROM THRESHOLD + 200' TO NB IS..... 31603.33 ft.

THE CRITICAL WIDTH OF HALF THE APPROACH IS..... 4450.411 ft.

***** DOES NOT EXCEED *****

CASE IS BEYOND APPROACH SURFACE, OUT BY..... 21603.29 ft.

THE SLOPE OF RUNWAY 24 IS: 34 TO 1.

The FAA has defined this runway as a non-utility runway. It has a non-precision approach. The obstacle surface extends 10,000 feet (34:1 Slope) symmetrically centered along the runway centerline extended. Please review the US Terminal Procedures volume associated with this airport. If a procedure for this airport and/or runway exist use Terps® Professional software to determine the height limits (if any) the procedure will have on the proposed structure. Non-precision instrument procedures can extend 10 NM from the runway and a circling approach to the airport or runway can extend out up to 4.5 NM from every runway end.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 11/29

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 29.

THE BEARING TO THE CASE FROM THE THRESHOLD IS..... 38.463 degrees

THE ABEAM BEARING TO THE CENTERLINE IS..... 187.83 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS..... 97.83 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS..... 27453.9 ft.

THE RUNWAY THRESHOLD ELEVATION IS..... 6.5 ft. AMSL

THE DISTANCE FROM THRESHOLD + 200' TO THE CASE IS... 31905.65 ft.

THE DISTANCE FROM THRESHOLD + 200' TO NB IS..... 16278.81 ft.

THE CRITICAL WIDTH OF HALF THE APPROACH IS..... 2691.815 ft.

***** DOES NOT EXCEED *****

BEYOND DEFINED APPROACH & TRANSITIONAL AREAS.

RUNWAY CENTERLINE OFFSET IS..... 27453.84 ft.

DISTANCE FROM THE THRESHOLD TO OFFSET IS..... 16478.77 ft.

THE SLOPE OF RUNWAY 29 IS: 34 TO 1.

The FAA has defined this runway as a non-utility runway. It has a non-precision approach. The obstacle surface extends 10,000 feet (34:1 Slope) symmetrically centered along the runway centerline extended. Please review the US Terminal Procedures volume associated with this airport. If a procedure for this airport and/or runway exist use Terps® Professional software to determine the height limits (if any) the procedure will have on the proposed structure. Non-precision instrument procedures can extend 10 NM from the runway and a circling approach to the airport or runway can extend out up to 4.5 NM from every runway end.

BEGIN AIRPORT ANALYSIS FOR HVN

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> HVN <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.
from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 02/20

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 02.

THE BEARING TO THE CASE FROM THE THRESHOLD IS..... 259.142 degrees
THE ABEAM BEARING TO THE CENTERLINE IS..... 92.91 degrees
THE CENTERLINE OUTBOUND TRUE BEARING IS..... 182.91 degrees
THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS..... 42628 ft.
THE RUNWAY THRESHOLD ELEVATION IS..... 6.3 ft. AMSL
THE DISTANCE FROM THRESHOLD + 200' TO THE CASE IS... 43869.617 ft.
THE DISTANCE FROM THRESHOLD + 200' TO NB IS..... 10440.73 ft.

THE CRITICAL WIDTH OF HALF THE APPROACH IS..... 2066.103 ft.

***** DOES NOT EXCEED *****

BEYOND DEFINED APPROACH & TRANSITIONAL AREAS.

RUNWAY CENTERLINE OFFSET IS..... 42627.93 ft.

DISTANCE FROM THE THRESHOLD TO OFFSET IS..... 10640.68 ft.

THE SLOPE OF RUNWAY 02 IS: 50 TO 1.

The FAA has defined this runway as a non-utility runway. It has a precision approach. The obstacle surface extends 50,000 feet with a 50:1 Slope for the first 10,000 feet and a 40:1 Slope for 40,000 feet. The obstacle approach surface is centered symmetrically along the runway centerline extended. Please review the US Terminal Procedures volume associated with this airport. If a procedure for this airport and/or runway exist use Terps® Professional software to determine the height limits (if any) the procedure will have on the proposed structure. Precision instrument procedures will have the greatest impact between the final approach fix (FAF) and the runway end. The FAF is located approximately 5 NM from the runway end. This type of approach usually has a non-precision and a circling approach also. A circling approach to the airport or runway can extend out up to 4.5 NM from every runway end.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 14/32

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 14.

THE BEARING TO THE CASE FROM THE THRESHOLD IS..... 253.427 degrees

THE ABEAM BEARING TO THE CENTERLINE IS..... 221.19 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS..... 311.19 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS..... 37343.3 ft.

THE RUNWAY THRESHOLD ELEVATION IS..... 4.9 ft. AMSL

THE DISTANCE FROM THRESHOLD + 200' TO THE CASE IS... 44199.526 ft.

THE DISTANCE FROM THRESHOLD + 200' TO NB IS..... 23578.76 ft.

THE CRITICAL WIDTH OF HALF THE APPROACH IS..... 2607.872 ft.

***** DOES NOT EXCEED *****

BEYOND DEFINED APPROACH & TRANSITIONAL AREAS.

RUNWAY CENTERLINE OFFSET IS..... 37343.27 ft.

DISTANCE FROM THE THRESHOLD TO OFFSET IS..... 23778.72 ft.

THE SLOPE OF RUNWAY 14 IS: 20 TO 1.

The FAA has defined this runway as a non-utility runway. It has a visual approach. The obstacle surface extends 5000 feet (20:1 Slope) symmetrically centered along the runway centerline extended. This airport may have a circling approach. Please review the US Terminal Procedures volume associated with this airport. If a procedure for this airport and/or this runway exist use Terps® Professional software to determine the height limits (if any) the procedure will have on the proposed structure. A circling approach to the airport or any runway can extend out up to 4.5 NM from every runway end.

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 * PUBLIC AIRPORTS IN PROXIMITY OF CASE *

Airspace User: Kristina Pittman

File: 2019-APS-2531-OE

LATITUDE: 41°-13'-58.54"

LONGITUDE: 73°-02'-41.89"

SITE ELEVATION AMSL..... 37 ft.

STRUCTURE HEIGHT.....126 ft.

OVERALL HEIGHT AMSL.....163 ft.

FACIL IDENT	TYP	NAME	BEARING To FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION	FAR P77
----	---	-----	-----	-----	-----	---
BDR	AIR	IGOR I SIKORSKY MEMORIAL	221.34	5.561	+154.5	YES

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 31910 feet from the nearest runway threshold and the threshold elevation is 6 feet. Please review runway analysis for remaining airport surfaces.

This airport has both Circling and Straight-In Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility.

Possible Exceeds FAR 77.9 IFR for BDR Rwy 24, TERPS analysis required.

Category 'D' Circling Approach Area extends 3.78 NM from each runway.

FACIL IDENT	TYP	NAME	BEARING To FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION	FAR P77
----	---	-----	-----	-----	-----	---
HVN	AIR	TWEED-NEW HAVEN	75.42	7.401	+150.4	YES

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 43917 feet from the nearest runway threshold and the threshold elevation is 6 feet. Please review runway analysis for remaining airport surfaces.

This airport has both Circling and Straight-In Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility.

DNE 77.9 IFR Straight-In Notice Criteria HVN

Category 'D' Circling Approach Area extends 3.78 NM from each runway.

FACIL IDENT	TYP	NAME	BEARING To FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION	FAR P77
-----	---	-----	-----	-----	-----	---
OXC	AIR	WATERBURY-OXFORD	344.53	15.271	-567.1	YES

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 89884 feet from the nearest runway threshold and the threshold elevation is 679 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

FACIL IDENT	TYP	NAME	BEARING To FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION	FAR P77
-----	---	-----	-----	-----	-----	---
4C3	HEL	YALESVILLE	34.15	18.785	+98	YES

Your structure DOES NOT EXCEED FAR 77.9(b)(3) Notice Criteria for this heliport. You are not locating within 5,000 feet of facility. You are beyond limit by: 109139.5 feet.

FACIL IDENT	TYP	NAME	BEARING To FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION	FAR P77
-----	---	-----	-----	-----	-----	---
MMK	AIR	MERIDEN MARKHAM MUNI	30.42	19.186	+60	YES

This facility does not have a runway over 3,200 feet in length.

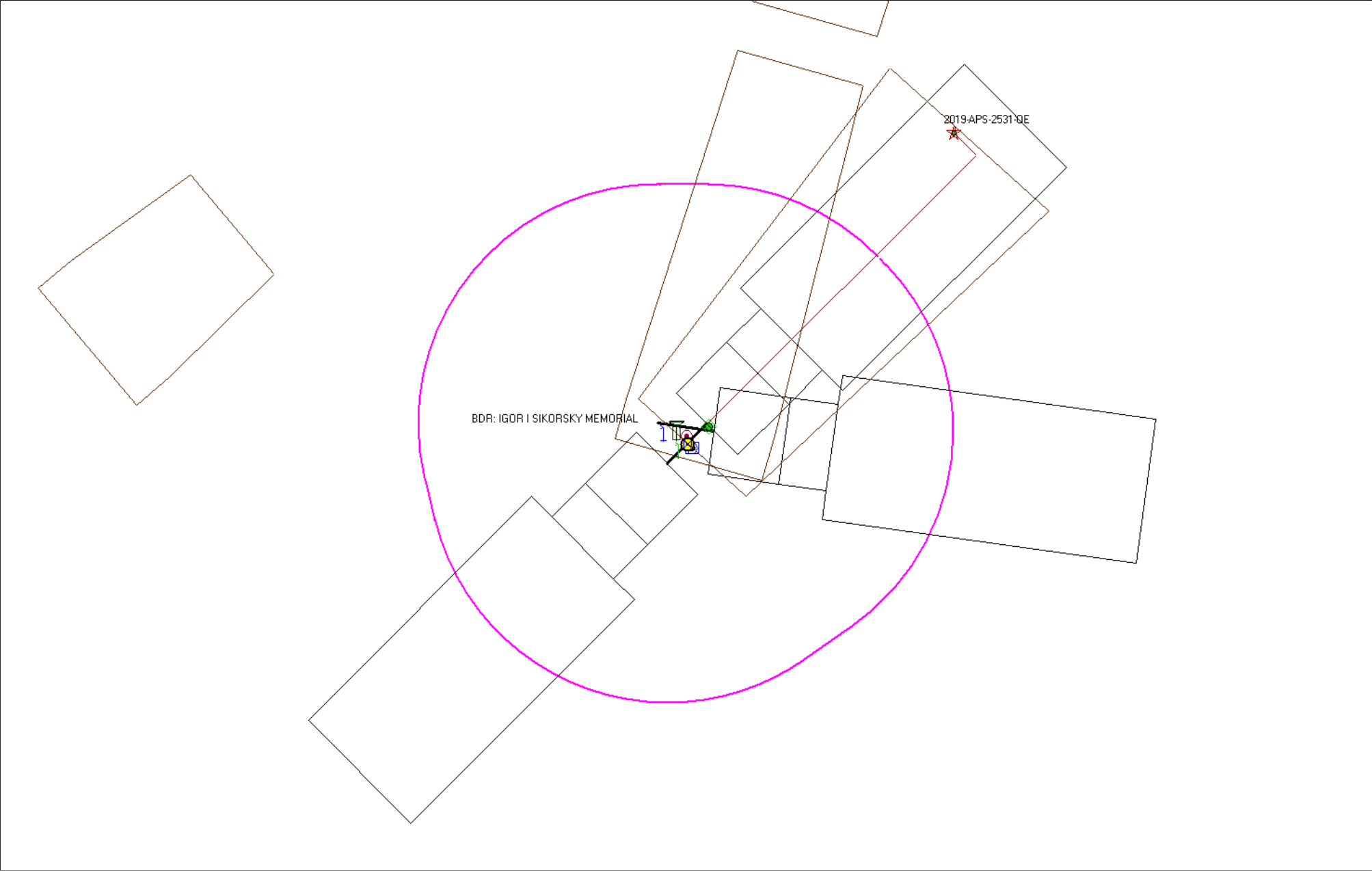
Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

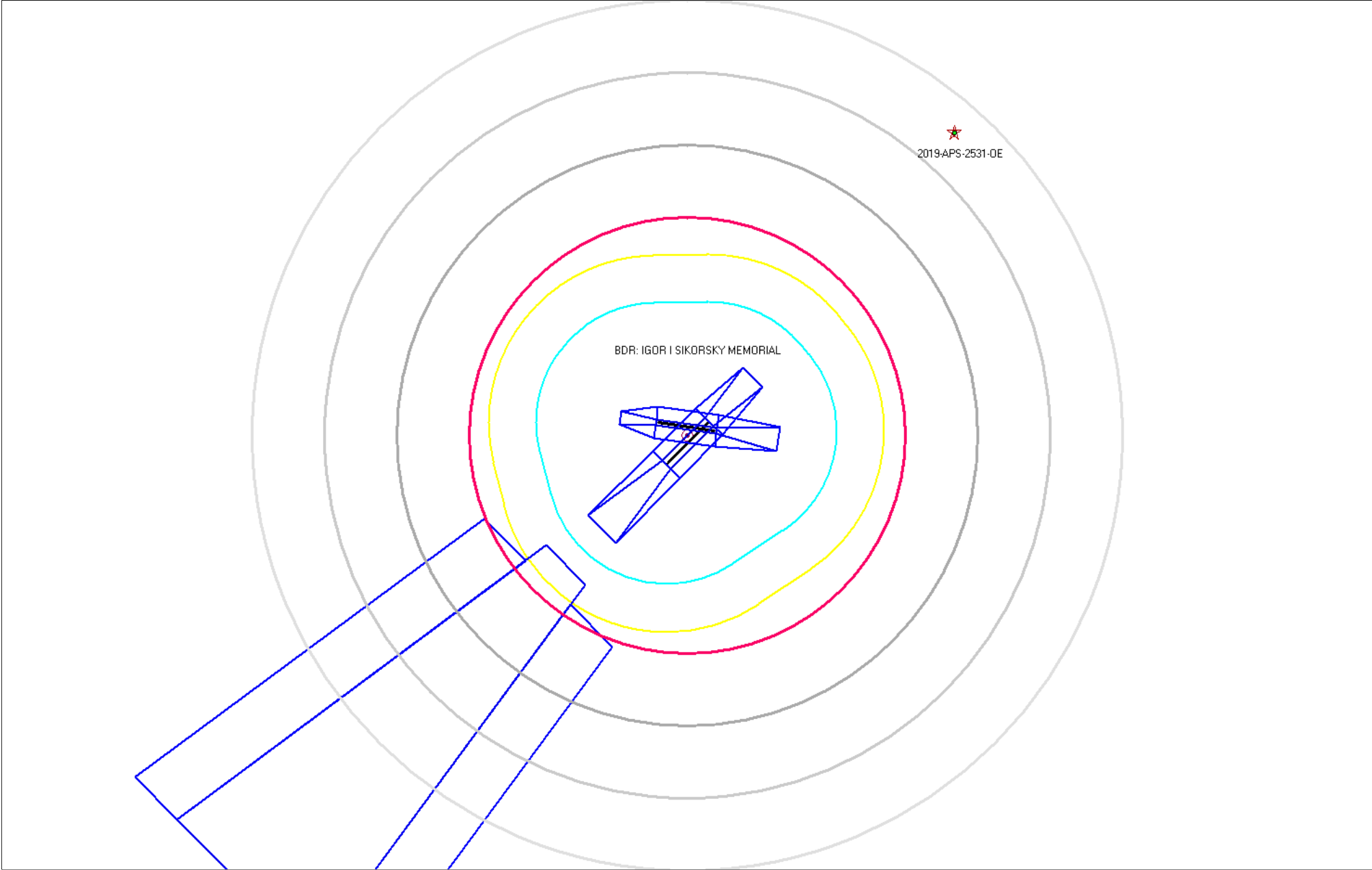
You are 115590 feet from the nearest runway threshold and the threshold elevation is 99 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

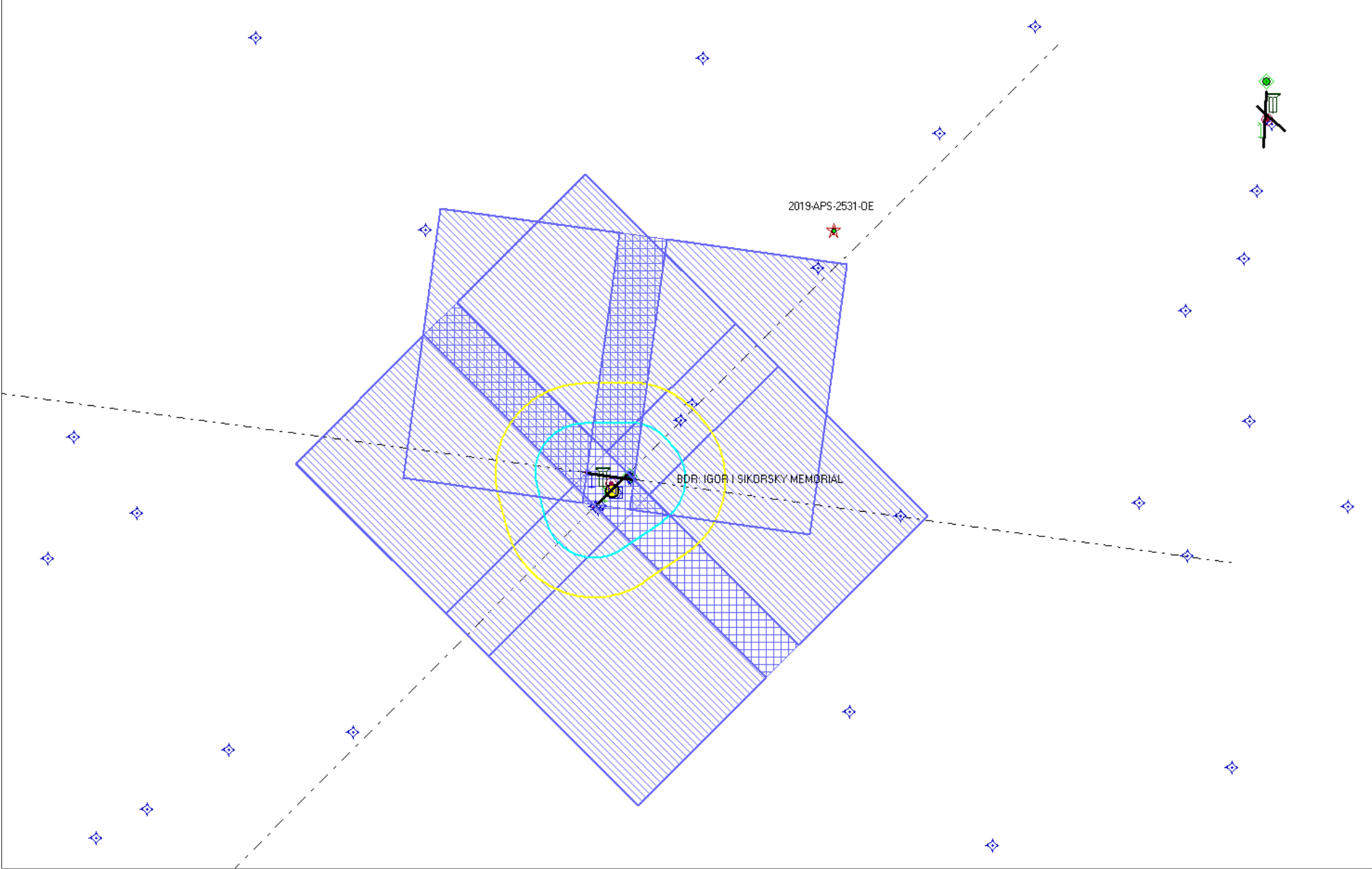
FACIL IDENT	TYP	NAME	BEARING To FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION	FAR P77
-----	---	-----	-----	-----	-----	---
DXR	AIR	DANBURY MUNI	292.96	21.452	-293.7	YES

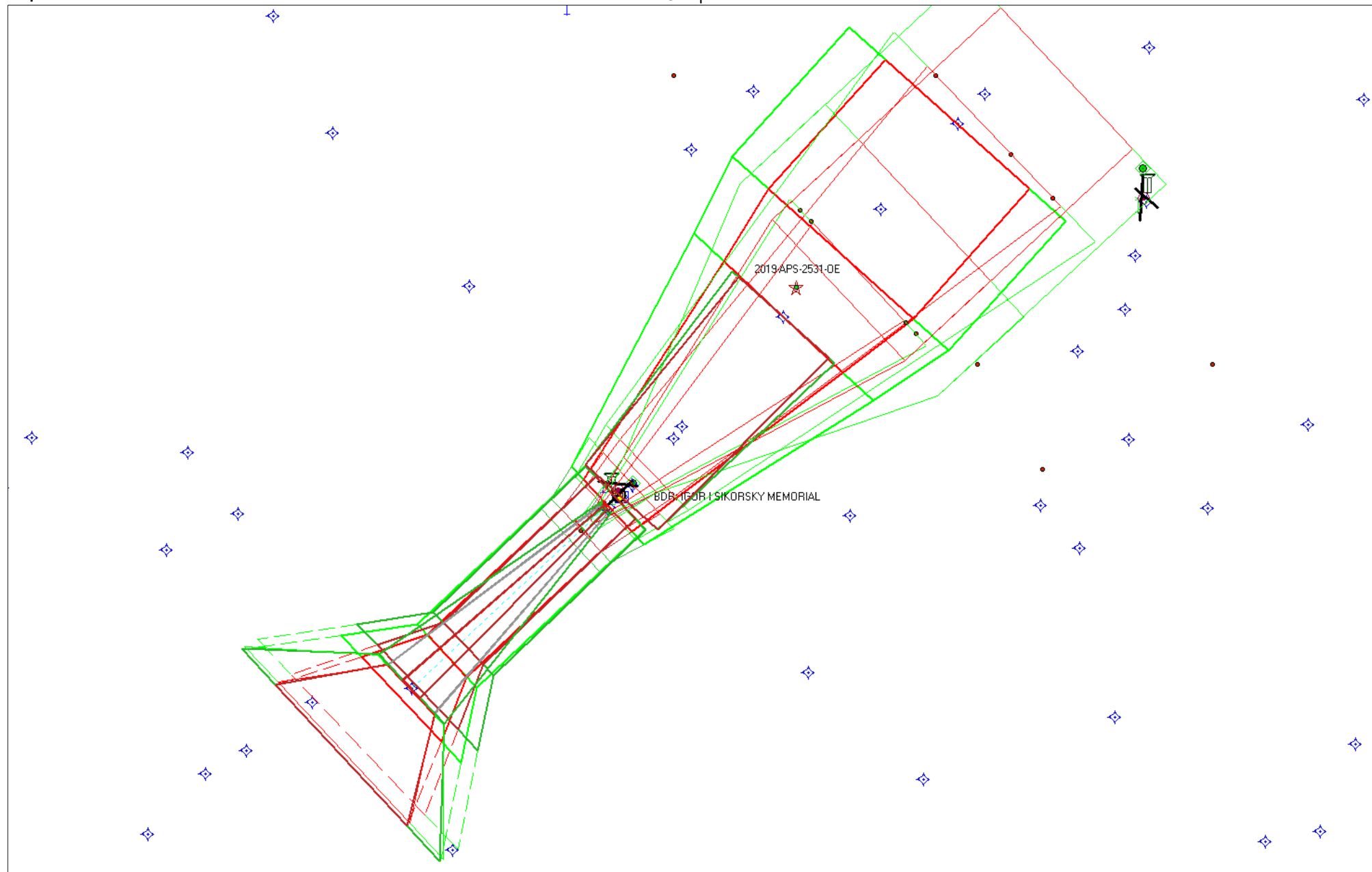
This facility has at least one runway over 3,200 feet in length.

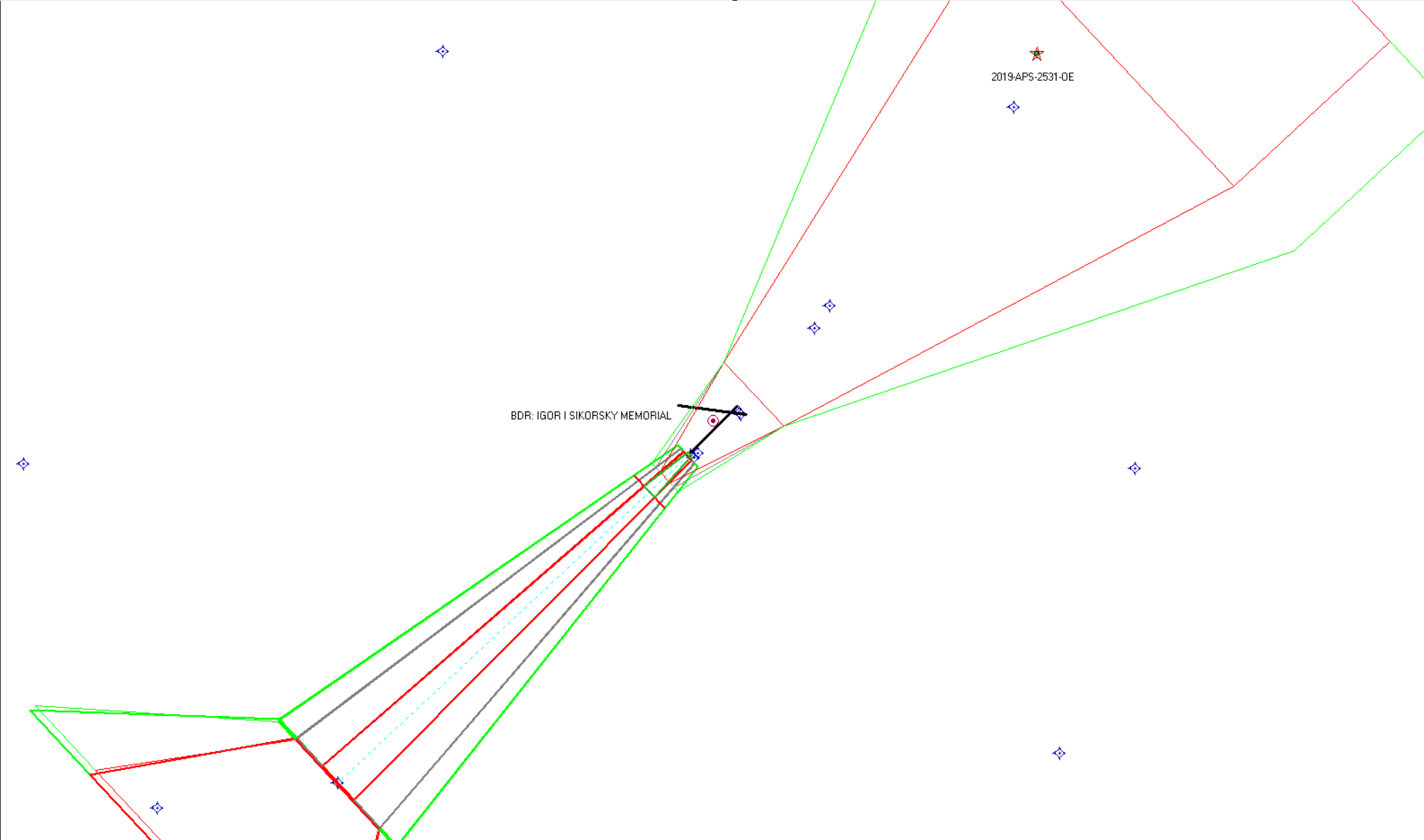












PRECISION LANDING SYSTEM - PROCEDURE ANALYSIS

*** 2019-APS-2531-OE ***

IGOR I SIKORSKY MEMORIAL - Runway: 06

Date: 08-20-2019 Time: 12:06:24

STUDY OBJECT DATA

Latitude: 41° 13' 58.54" Longitude: 73° 2' 41.89"
Ground Elevation: 37' AMSL
AGL Height: 126' AGL
Overall Elevation: 163' AMSL

PRECISION INSTRUMENT APPROACH PROCEDURE ANALYSIS

Along Track Distance: feet.
Abeam Distance: feet.
PROCEDURE: DNE OCS

MISSED APPROACH PROCEDURE (MAP) ANALYSIS

Along Track Distance: 30325.7 feet.
Abeam Distance: 3868.85 feet.
MISSED APPROACH: DNE MAS

PRECISION PROCEDURE DATA

OCS Origin Latitude: 41° 9' 23"
OCS Origin Longitude: 73° 7' 56.892"
FAF Latitude: 41° 5' 41.12"
FAF Longitude: 73° 13' 12.54"
Course Heading (T): 59.9°
Distance to FAF: 5

DECISION ALTITUDE (DA) DATA

DA Latitude: 41° 8' 59.6125"
DA Longitude: 73° 8' 31.4704"
TDZE: 7' AMSL
Decision Height: 257' AMSL
TCH: 51 feet
Glide Slope Angle: 3 degrees
LTP Elevation: 5.7' AMSL
GPI: 973.1 feet

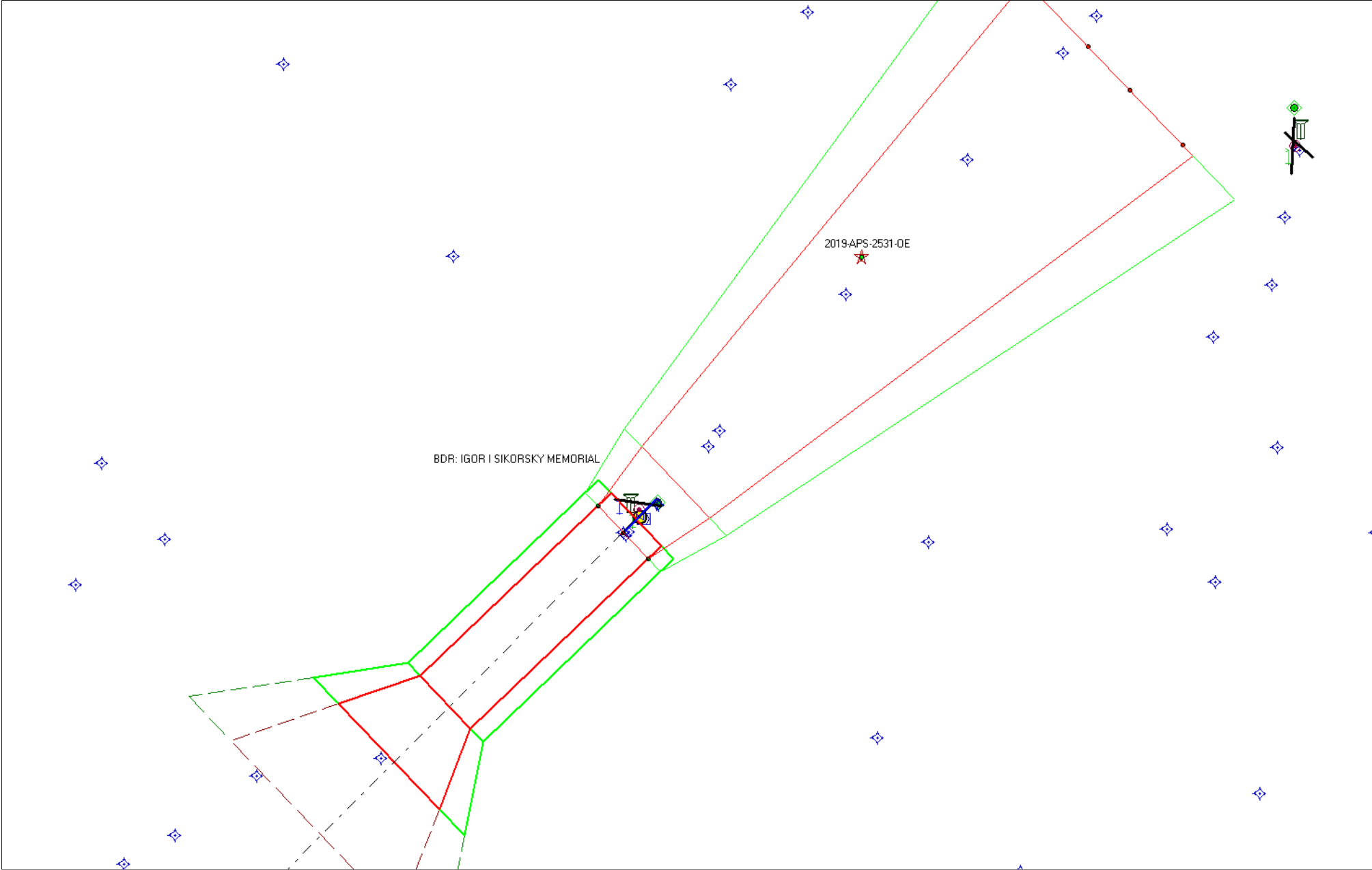
Calculated DA: feet
Maximum AMSL: DNE feet

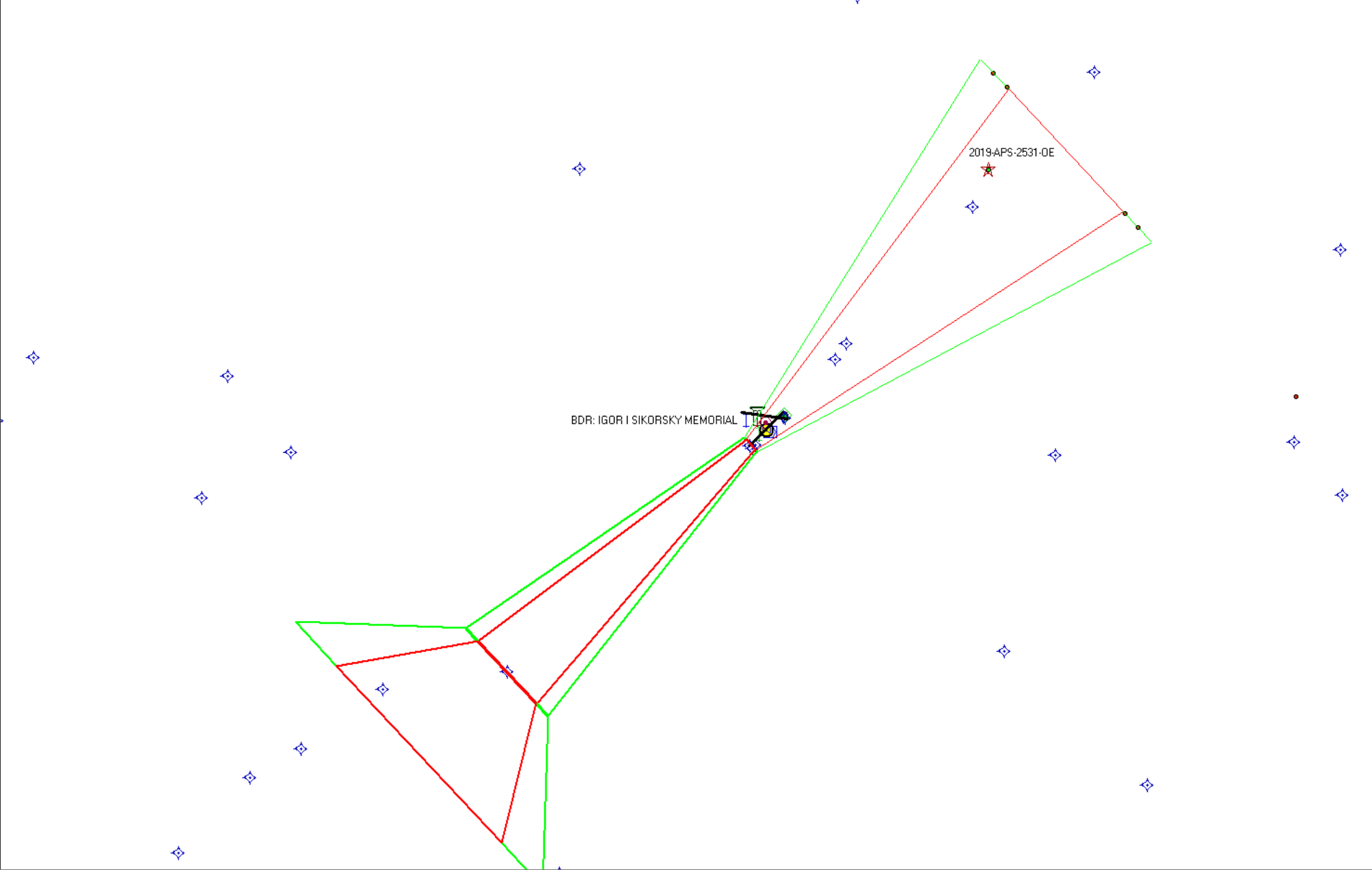
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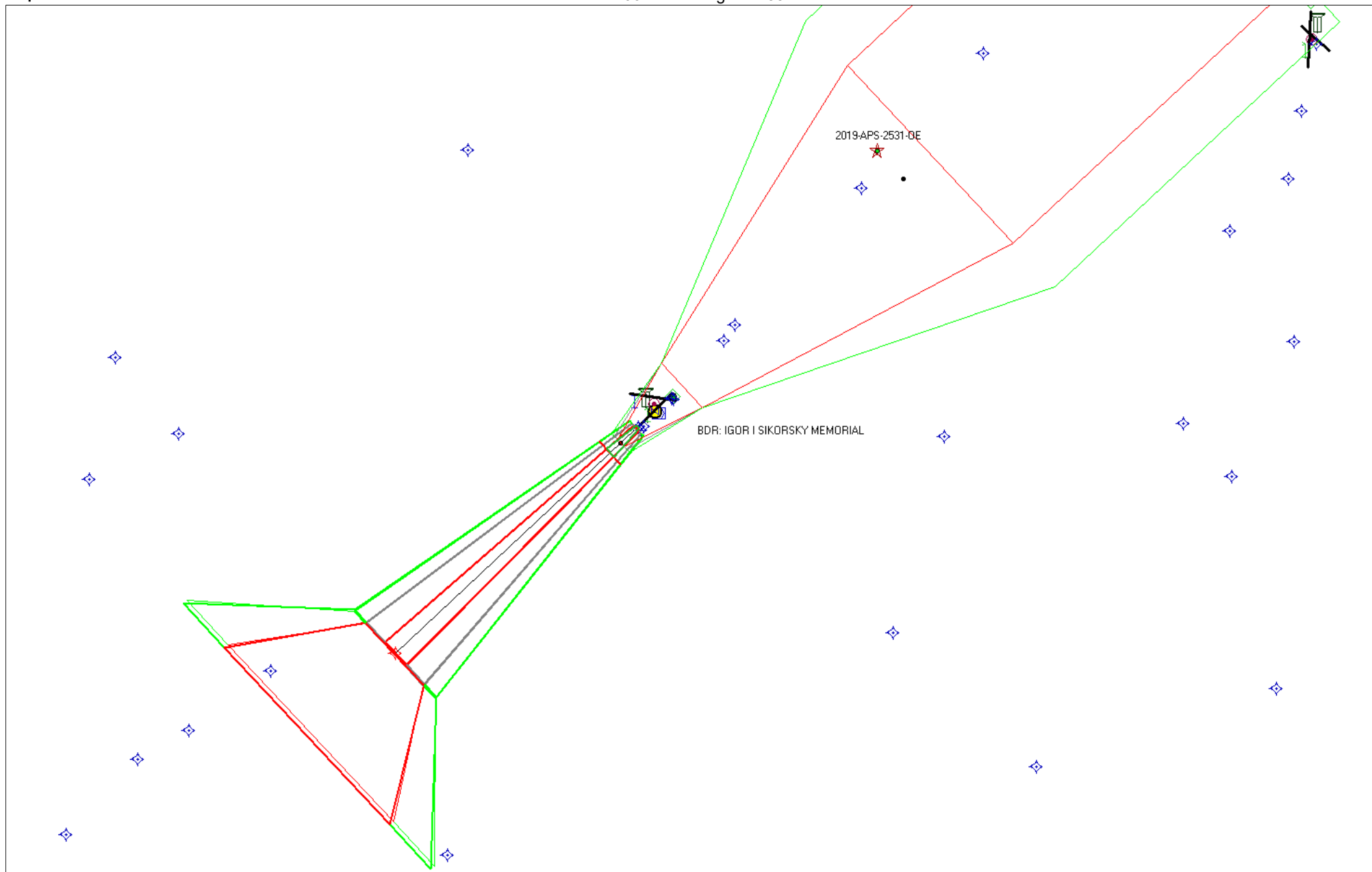
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PRECISION LANDING SYSTEM - PROCEDURE ANALYSIS

*** 2019-APS-2531-OE ***

IGOR I SIKORSKY MEMORIAL - Runway: 06

Date: 08-20-2019 Time: 12:03:07

STUDY OBJECT DATA

Latitude: 41° 13' 58.54" Longitude: 73° 2' 41.89"
Ground Elevation: 37' AMSL
AGL Height: 126' AGL
Overall Elevation: 163' AMSL

PRECISION INSTRUMENT APPROACH PROCEDURE ANALYSIS

Along Track Distance: feet.
Abeam Distance: feet.
PROCEDURE: DNE OCS

MISSED APPROACH PROCEDURE (MAP) ANALYSIS

Along Track Distance: 30325.7 feet.
Abeam Distance: 3868.85 feet.
MISSED APPROACH: DNE MAS

PRECISION PROCEDURE DATA

OCS Origin Latitude: 41° 9' 23"
OCS Origin Longitude: 73° 7' 56.892"
FAF Latitude: 41° 5' 41.12"
FAF Longitude: 73° 13' 12.54"
Course Heading (T): 59.9°
Distance to FAF: 4.5

DECISION ALTITUDE (DA) DATA

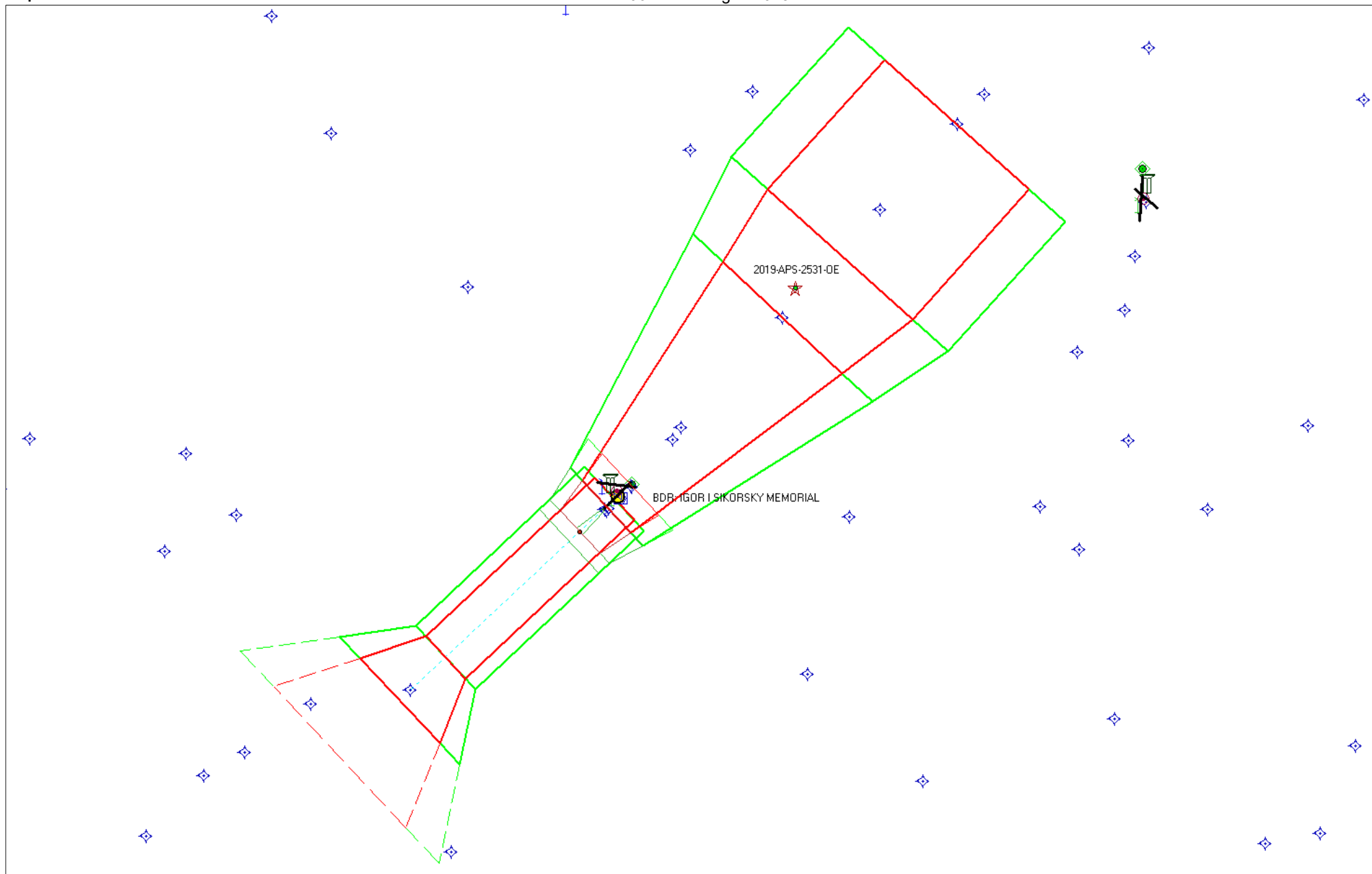
DA Latitude: 41° 8' 59.6125"
DA Longitude: 73° 8' 31.4704"
TDZE: 7' AMSL
Decision Height: 257' AMSL
TCH: 51 feet
Glide Slope Angle: 3.00 degrees
LTP Elevation: 5.7' AMSL
GPI: 973.1 feet

Calculated DA: feet
Maximum AMSL: DNE feet

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VNAV Procedure

*** 2019-APS-2531-OE ***

BDR Runway: 06

Date: 08-20-2019 Time: 12:08:59

STUDY OBJECT DATA

Study Latitude: 41° 13' 58.54"
Study Longitude: 73° 2' 41.89"
Ground Elevation: 37' AMSL
AGL Height: 126' AGL
Overall Elevation: 163' AMSL

INSTRUMENT APPROACH PROCEDURE (IAP) ANALYSIS

Along Track Distance: 0 feet.
Abeam Distance: 0 feet.
PROCEDURE: Maximum AMSL: 1015.92 ft
PROCEDURE: FAS: DNE
PROCEDURE: Object not within FSL Extension Area.
PROCEDURE: DNE GQS
PROCEDURE: OCS Slope: 23.439:1

MISSED APPROACH PROCEDURE (MAP) ANALYSIS

MAP Along Track Distance: 40670.89 feet.
Abeam Distance: 903.44 feet.
Flat Surface Length: 4555.27 feet FSL Altitude: 112 feet AMSL.
MISSED APPROACH: MAS Max AMSL: 1015.92' AMSL (Primary).

PROCEDURE DATA

OCS Origin Latitude: 41° 9' 38.088"
OCS Origin Longitude: 73° 7' 38.172"
FAF Latitude: 41° 5' 41.12"
FAF Longitude: 73° 13' 12.54"
In Bound Course Heading: 59.8°
Distance to FAF: 4.5 NM
Distance to Docs: 5938.5' feet

DECISION HEIGHT (DH) DATA

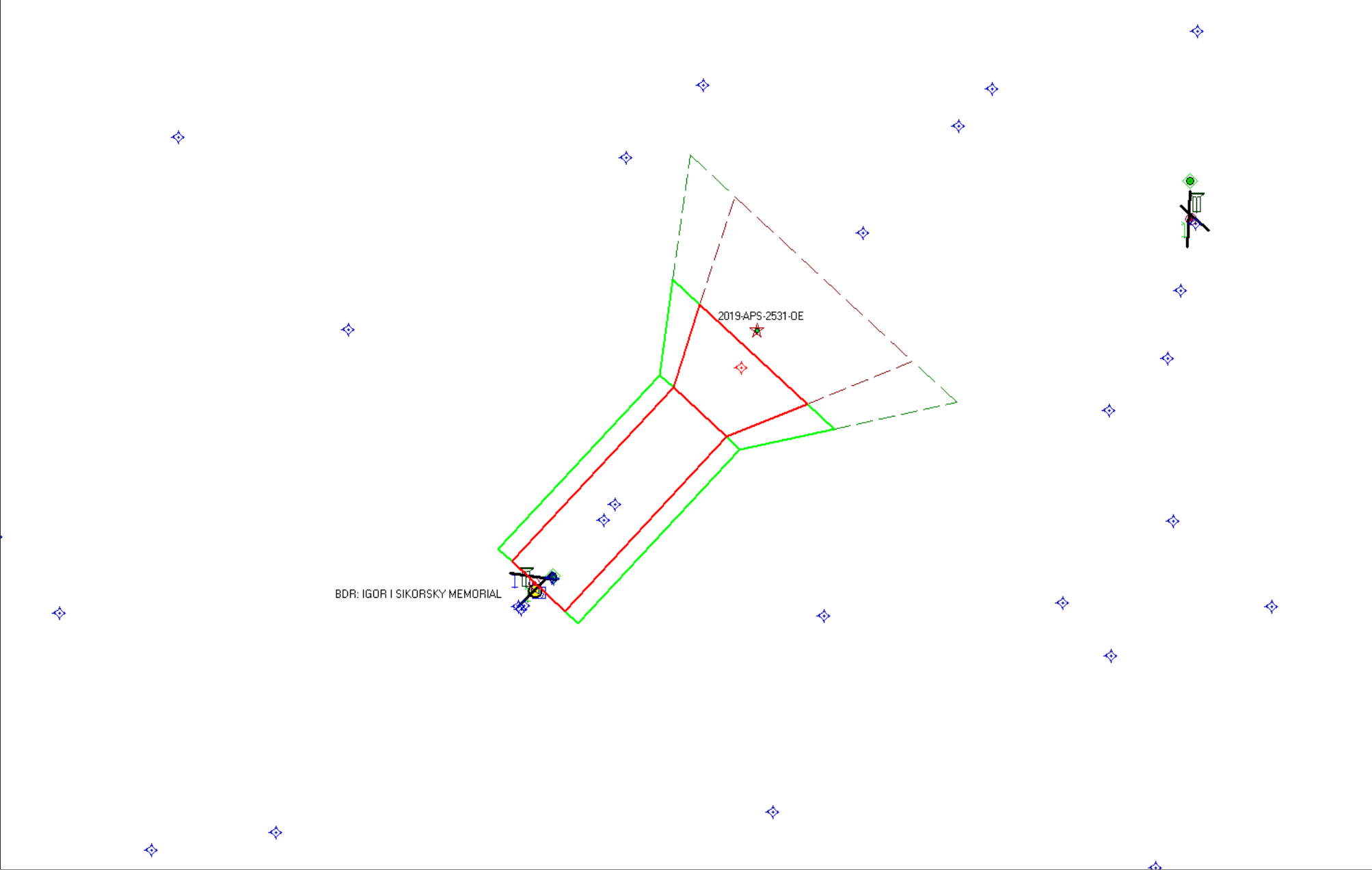
DH Latitude: 41° 8' 57.507"
DH Longitude: 73° 8' 34.449"
TDZE: 7' AMSL
Decision Height: 273' AMSL
TCH: 51 feet
Glide Slope Angle: 3.00°
Rwy Threshold Elevation: 5.7' AMSL
GPI: 4127 feet
Aircraft Category: D

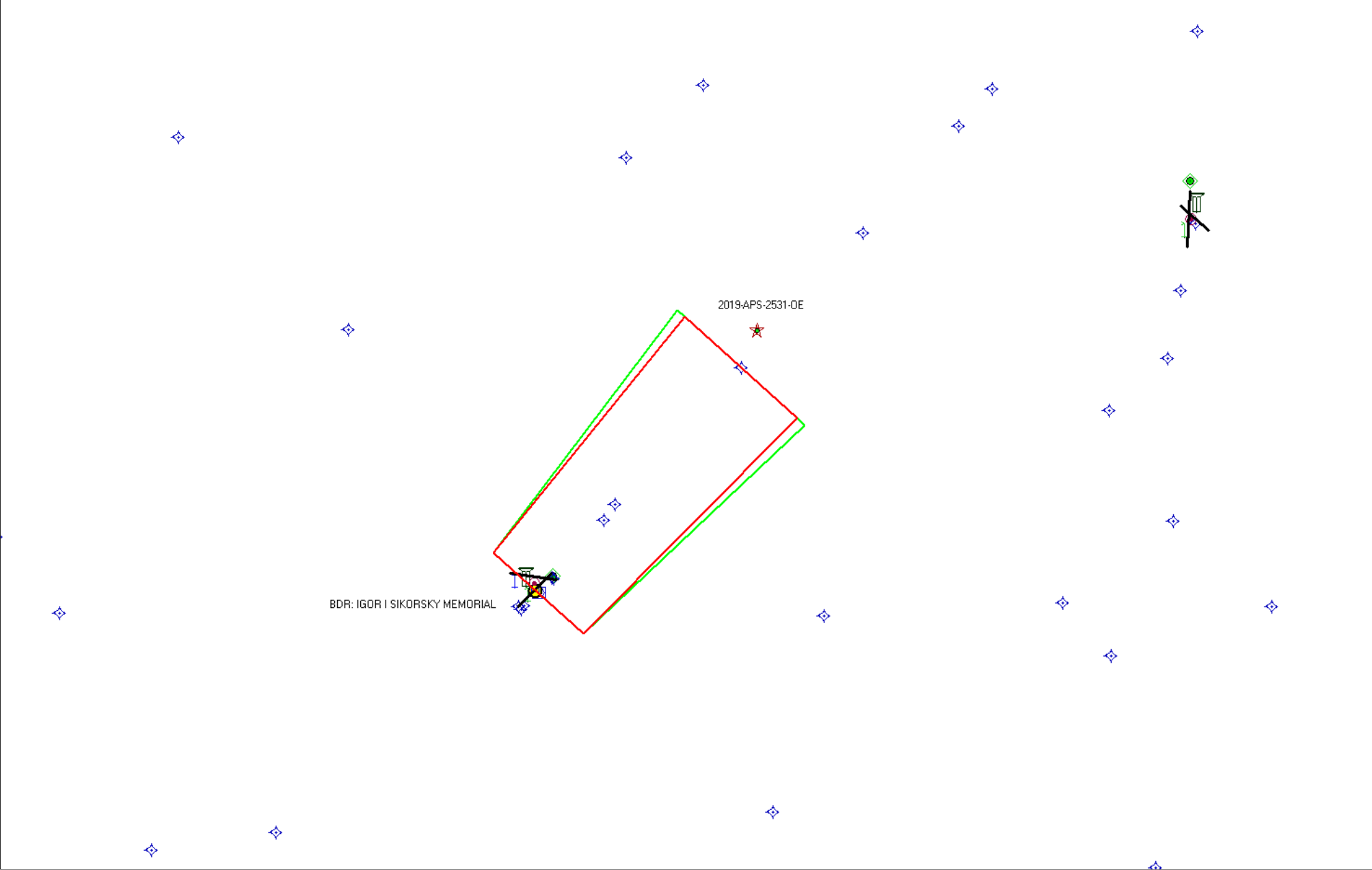
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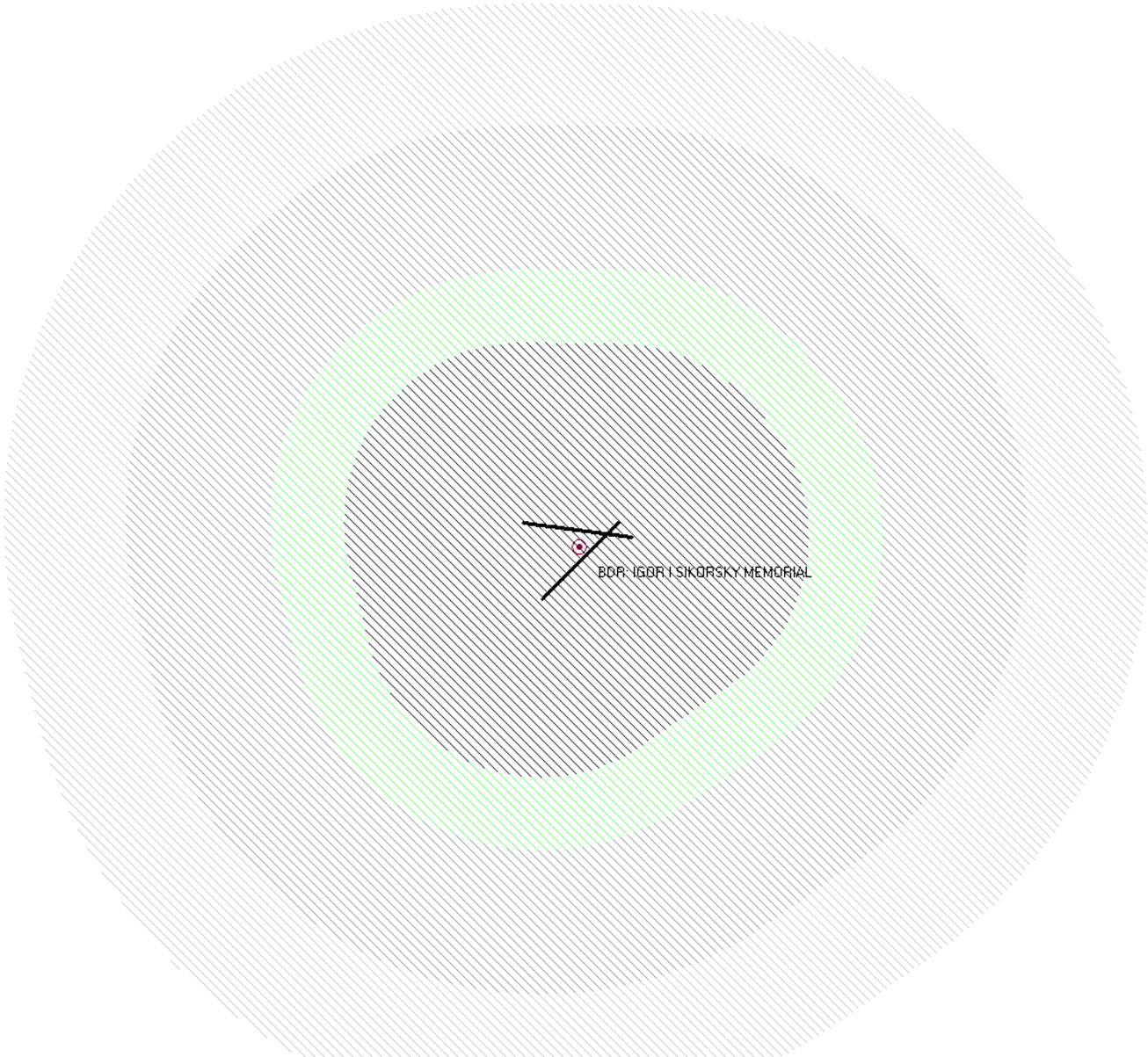
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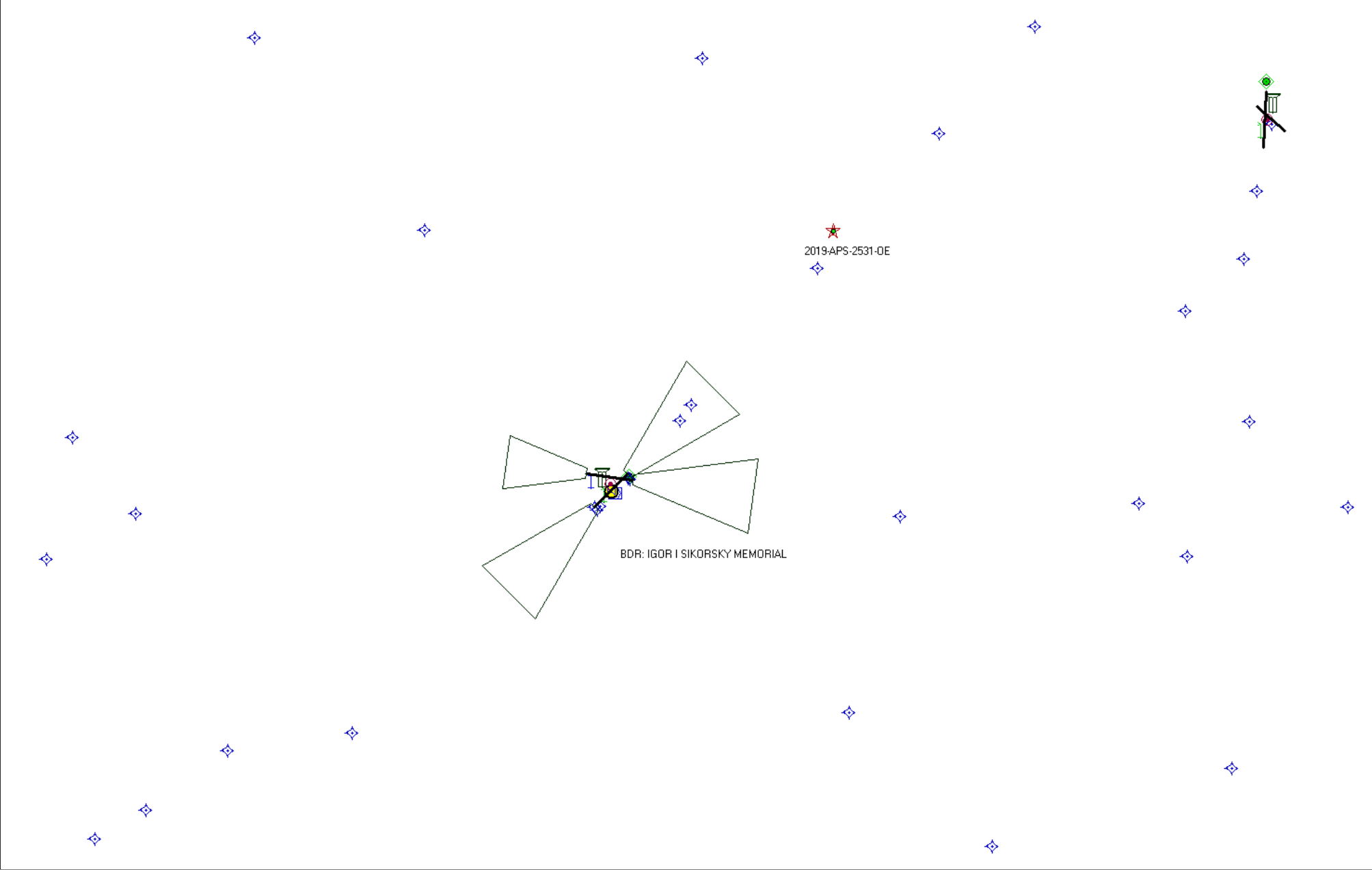
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2019-APS-2531-0E





Departure Runway 06

*** 2019-APS-2531-OE ***

IGOR I SIKORSKY MEMORIAL - Runway: 06

Date: 08-20-2019 Time: 12:12:04

STUDY OBJECT DATA

Study Latitude: 41° 13' 58.54" N
Study Longitude: 73° 2' 41.89" W
Ground Elevation: 37' AMSL ft.
AGL Height: 126' AGL ft.
Overall Elevation: 163' AMSL ft.

INSTRUMENT DEPARTURE ANALYSIS

Initial Climb Area (ICA): DNE ICA

Diverse Departure A Inside Diverse A - Max Hgt: 802 ft

Diverse Departure B Not in Diverse B - DNE Diverse B

The above analysis is in accordance with FAA Order 8260.3B Change 26. This analysis used a 200 ft/NM climb gradient (CG) and an Obstacle Clearance Surface (OCS) that provides 47 feet of obstacle clearance at 1 NM from the Departure End of Runway (DER). Some runways have published climb gradients greater than 200 ft/NM. A specified climb gradient greater than standard (200 ft/NM) is sometimes necessary to allow acceptable obstacle clearance. Should your location exceed the value indicated above you may need to determine if there is a published CG and conduct additional calculations to determine if the CG will provide proper clearance for your proposed structure.

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POINT ELEVATION DATA

SRTM GROUND ELEVATION DATA

North American Datum 1983

North American Vertical Datum 1988 - NAVD88

**2019-APS-2531-OE
FOREST_HEIGHTS_CT**

Latitude: 41° - 13' - 58.54" N **Decimal Degrees:** 41.2329277777778°
Longitude: 73° - 02' - 41.89" W **Decimal Degrees:** 73.0449694444444°

Ground Elevation: 41.28 Feet AMSL

This certifies the Digital Elevation Model (DEM) value for the specified latitude/longitude point was obtained from the SRTM Endeavour radar mission of February 2000. NASA has released the finished version edited by the National Intelligence Agency. The elevation value meets vertical accuracy criteria as specified by FAA Order 8260.19C, Appendix 2, Obstacle Accuracy Standards, Codes And Sources, paragraph 101 for Code 'C'. The elevation value for the specified latitude/longitude is accurate to within ± 20 feet vertically.

Date Printed: 08-01-2019

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