

WOODSTOCKNW.SRP

* Federal Airways & Airspace *
* Summary Report *

File: WOODSTOCKNW

Location: Stafford Springs, CT
Distance: 11.9 Statute Miles
Direction: 263° (true bearing)

Latitude: 41°-58'-27.44" Longitude: 72°-04'-44.7"

SITE ELEVATION AMSL.....840 ft.
STRUCTURE HEIGHT.....153 ft.
OVERALL HEIGHT AMSL.....993 ft.

NOTICE CRITERIA

- FAR 77.13(a)(1): NNR (DNE 200 ft AGL)
- FAR 77.13(a)(2): NR (Exceeds Notice Slope, Maximum: 946 ft.)
- FAR 77.13(a)(3): NNR (Not a Traverse way)
- FAR 77.13(a)(4): NNR (No Expected TERPS® impact with C44)
- impact. 3B0) FAR 77.13(a)(4): PNR (Straight-In Procedure. Check FAF distance for TERPS®)
- FAR 77.13(a)(5): NNR (Off Airport Construction)

The Notice to the FAA is required because height exceeds notice slope criteria.
maximum height to avoid notice is 946 ft AMSL.

- NR = Notice Required
- NNR = Notice Not Required
- PNR = Possible Notice Required

OBSTRUCTION STANDARDS

- FAR 77.23(a)(1): DNE 500 ft AGL
- FAR 77.23(a)(2): DNE - Airport Surface
- FAR 77.25(a): DNE - Horizontal Surface
- FAR 77.25(b): DNE - Conical Surface
- FAR 77.25(c): DNE - Primary Surface
- FAR 77.25(d): DNE - Approach Surface
- FAR 77.25(e): DNE - Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: C44: TOUTANT

- Type: AIR RD: 8701 RB: 135.11 RE: 772
- FAR 77.23(a)(1): DNE
- FAR 77.23(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' AGL, 77.23(a)(2), or VFR horizontal
and conical surfaces will receive a hazard determination from the FAA.
Maximum AMSL of Climb/Descent Area is 1120 feet.

VFR TRAFFIC PATTERN AIRSPACE FOR: 3B0: SOUTHBRIDGE MUNI

- Type: AIR RD: 45747 RB: 13.49 RE: 690
- FAR 77.23(a)(1): DNE
- FAR 77.23(a)(2): DNE - Greater Than 6 NM.
- VFR Horizontal Surface: DNE
- VFR Conical Surface: DNE

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VFR Approach Slope: DNE
VFR Transitional Slope: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)
FAR 77.23(a)(3) Departure Surface Criteria (40:1)
DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)
FAR 77.23(a)(4) MOCA Altitude Enroute Criteria
The Maximum Height Permitted is 2000 ft AMSL

PRIVATE LANDING FACILITIES

FACIL IDENT	TYP	NAME	BEARING TO FACIL	DISTANCE IN N.M.	DELTA ARP ELEVATION
5CT6	ULT	BUELL FARM	208.19	3.727	+323
5CT0	AIR	EASTFORD	172.71	3.864	+393

Possible Impact to Private Landing Facility
Exceeds 286 ft Near Airport Surface height limit.

CT74 AIR WESTFORD AIRSTRIP 252.78 4.797 +93
No Impact to Near Airport Surface.
Below surface height of 380 ft above ARP.

AIR NAVIGATION ELECTRONIC FACILITIES
No Electronic Facilities Are Within 25,000 ft

FCC AM PROOF-OF-PERFORMANCE
NOT REQUIRED: Structure is not near a FCC licensed AM
radio station Proof-of-Performance is not required.
Please review AM Station Report for details.

Nearest AM Station: WESO @ 12601 meters.

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08-03-2007
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FAR PART 77 AIRSPACE OBSTRUCTION REPORT

To: Maria Montrose
Verizon Wireless
99 East River Drive
East Hartford, CT 06108

Date: October 16, 2007

Location: North Ashford, CT
Client Case No: 445
ASI Case No: 07-P-7555.CT.002

SUMMARY OF FINDINGS:

At this location any structure over 106 feet AGL will have to be filed with the FAA. A structure up to 140 feet AGL should receive a routine approval.

SITE DATA:

Structure: Antenna Tower

Coordinates: 41°-58'-27.09" / 072°-04'-46.49" [NAD 27]
41°-58'-27.44" / 072°-04'-44.76" [NAD 83]

Site Ground Elevation: 840' [AMSL]
Studied Structure Height (with Appurtenances): 140' [AGL]
Total Overall Height: 980' [AMSL]

SEARCH RESULTS:

- The nearest public use or military air facility subject to FAR Part 77 is Toutant Airport.
- The studied structure is located 1.43 NM / 8,704 feet NorthWest (314 ° True) of the Toutant Airport Runway 17.
- Other public or private airports or heliports within 3 NM: None Printout attached
- AM radio station(s) within 3NM: None Printout attached

Highlighted AM stations on printout require notice under FCC Rules and Policy (Ref.: 47 CFR 73.1692).

FINDINGS

• **FAA Notice (Ref.: FAR 77.13 (a)(1); FAR 77.13 (a)(2) i, ii,iii):**

- Not required at studied height.
- Required at studied height.
- The No Notice Maximum height is 106 feet AGL.

IMPORTANT: Our report is intended as a planning tool. If notice is required, actual site construction activities are not advisable until an FAA Final Determination of No Hazard is issued.

• **Obstruction Standards of FAR Part 77 (Ref.: FAR 77.23 (a)(1),(2),(3),(4),(5)):**

- Not exceeded at studied height.
- Exceeded at studied height and Extended Study may be required.
- Maximum nonexceedance height is _____ feet AGL.

• **Marking and Lighting (Ref.: AC 70/7460-1K, Change 1):**

- Will not be required.
- Will be required at studied height, if structure exceeds:
 - 200 feet AGL
 - Obstruction Standard

• **Operational Procedures (Ref.: FAR 77.23 (a)(3), (4); FAA Order 7400.2; FAA Order 8260.3B):**

- Not affected at studied height (FAA should issue a Determination of No Hazard.)
- Affected at studied height and the FAA will consider the studied structure to be a hazard to air navigation.
- Maximum height that would not affect operational procedures is _____ feet AMSL.

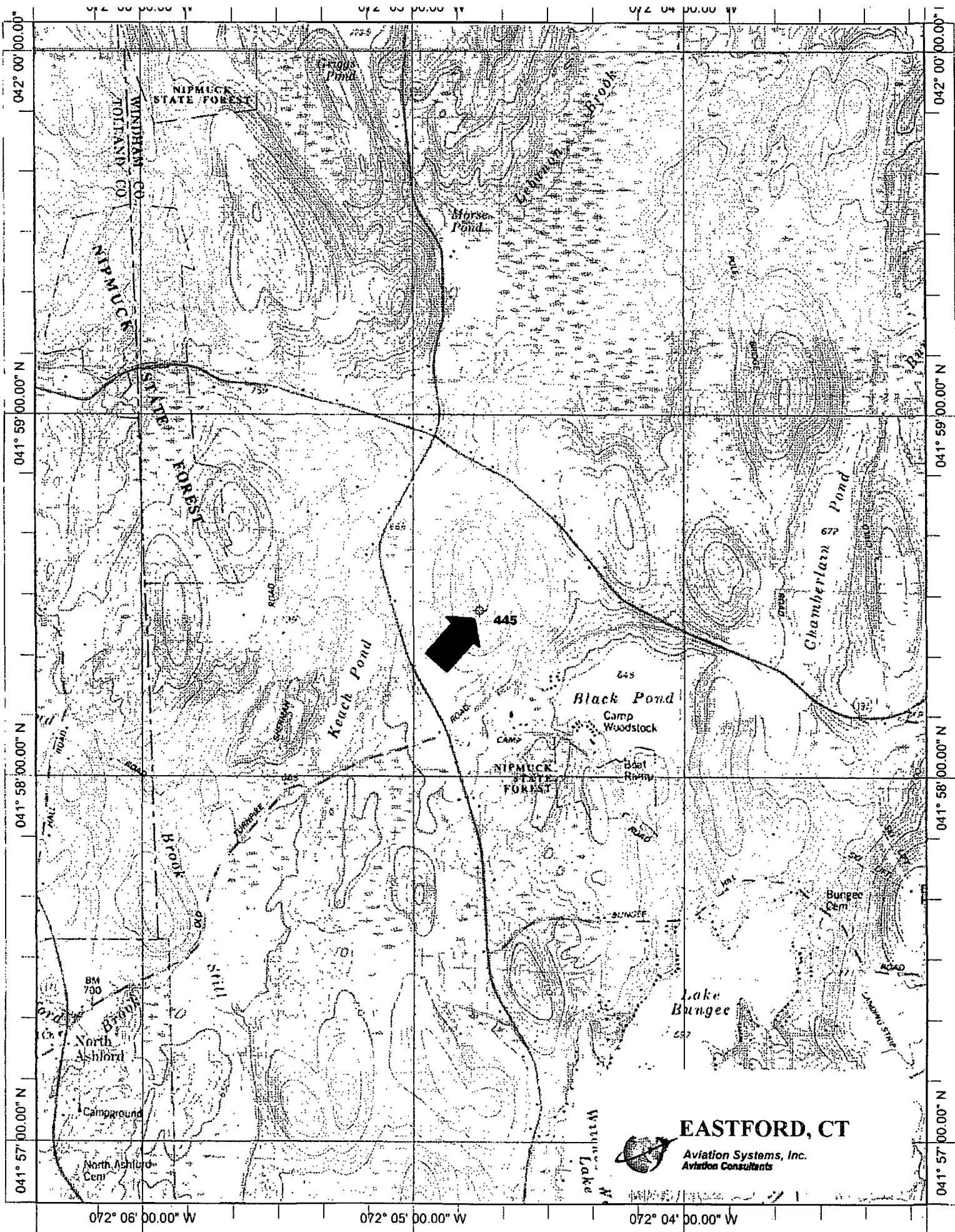
Conclusions/Comments

Actions:

ASI will file with FAA Region and State

Yes

No



EASTFORD, CT



Aviation Systems, Inc.
Aviation Consultants