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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANM-3697-OE

Issued Date: 10/11/2023

Todd Boyce
Westwood Homes
12700 NW Cornell Rd
Portland, OR 97229

**** 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:	House Lot 20
Location:	Salem, OR
Latitude:	44-53-29.98N NAD 83
Longitude:	123-00-34.35W
Heights:	323 feet site elevation (SE)
	37 feet above ground level (AGL)
	360 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:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/11/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) 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 E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before November 10, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on November 20, 2023 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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 includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANM-3697-OE.

Signature Control No: 584853089-601657196 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANM-3697-OE

1. TITLE 14 CFR PART 77 - AERONAUTICAL STUDY - PUBLIC COMMENTS

A list of commonly used acronyms and abbreviations is available at the end of this document. A full list is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf. Separate determinations for each study in this project can be found at the OE/AAA website (http://oeaaa.faa.gov).

2. LOCATION OF PROPOSED CONSTRUCTION

86 studies were evaluated by the FAA for a proposed housing project near Mcnary Field Airport (SLE), Salem, OR. 24 of the 86 studies were found to exceed Part 77 standards that required circularization for public comment at the originally proposed height. Of these, the closest study point, ASN 2023-ANM-3679-OE, would be approximately 1.05 NM south southwest of airport reference point for Mcnary Field Airport, Salem, OR.

The 24 study locations are described as follows:

ASN	Structure Name	AGL	AMSL	Latitude	Longitude
2023-ANM-3640-OE	Lot 1	37	352	44-53-25.52N	123-00-17.34W
2023-ANM-3643-OE	Lot 4	36	352	44-53-25.48N	123-00-19.23W
2023-ANM-3646-OE	Lot 7	31	354	44-53-25.28N	123-00-21.66W
2023-ANM-3647-OE	Lot 8	28	356	44-53-25.27N	123-00-22.34W
2023-ANM-3648-OE	Lot 9	30	362	44-53-25.26N	123-00-23.04W
2023-ANM-3659-OE	Lot 20	34	354	44-53-26.49N	123-00-22.08W
2023-ANM-3665-OE	Lot 26	49	349	44-53-27.09N	123-00-19.91W
2023-ANM-3678-OE	Lot 1	42	338	44-53-31.41N	123-00-20.96W
2023-ANM-3679-OE	Lot 2	42	337	44-53-31.85N	123-00-21.09W
2023-ANM-3680-OE	Lot 3	36	345	44-53-31.80N	123-00-24.31W
2023-ANM-3681-OE	Lot 4	34	348	44-53-31.78N	123-00-24.31W
2023-ANM-3682-OE	Lot 5	36	353	44-53-31.77N	123-00-25.00W
2023-ANM-3683-OE	Lot 6	37	356	44-53-31.75N	123-00-25.69W
2023-ANM-3684-OE	Lot 7	38	359	44-53-31.74N	123-00-26.39W
2023-ANM-3685-OE	Lot 8	39	362	44-53-31.72N	123-00-27.08W
2023-ANM-3693-OE	Lot 16	41	362	44-53-31.60N	123-00-32.64W
2023-ANM-3694-OE	Lot 17	40	360	44-53-31.59N	123-00-33.33W
2023-ANM-3697-OE	Lot 20	37	360	44-53-29.98N	123-00-34.35W
2023-ANM-3702-OE	Lot 25	37	363	44-53-30.03N	123-00-32.31W
2023-ANM-3715-OE	Lot 38	38	363	44-53-30.14N	123-00-27.13W
2023-ANM-3717-OE	Lot 40	36	356	44-53-30.18N	123-00-25.08W
2023-ANM-3718-OE	Lot 41	29	346	44-53-30.24N	123-00-23.93W
2023-ANM-3723-OE	Lot 46	41	362	44-53-29.21N	123-00-24.39W
2023-ANM-3724-OE	Lot 47	40	363	44-53-28.72N	123-00-24.37W

3. OBSTRUCTION STANDARDS EXCEEDED

The structures are identified as an obstruction under the following Part 77 standards:

Section 77.17 (a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance. The proposals would penetrate the 40:1 departure slope in the SLE RWY 16 Initial Climb Area (ICA) by the following:

ASN	Exceeds the SLE RWY 16 ICA (feet):
2023-ANM-3640-OE	36
2023-ANM-3643-OE	36
2023-ANM-3646-OE	37
2023-ANM-3647-OE	39
2023-ANM-3648-OE	45
2023-ANM-3659-OE	40
2023-ANM-3665-OE	37
2023-ANM-3678-OE	37
2023-ANM-3679-OE	37
2023-ANM-3680-OE	44
2023-ANM-3681-OE	47
2023-ANM-3682-OE	52
2023-ANM-3683-OE	55
2023-ANM-3684-OE	58
2023-ANM-3685-OE	61
2023-ANM-3693-OE	61
2023-ANM-3694-OE	59
2023-ANM-3697-OE	55
2023-ANM-3702-OE	58
2023-ANM-3715-OE	58
2023-ANM-3717-OE	51
2023-ANM-3718-OE	42
2023-ANM-3723-OE	55
2023-ANM-3724-OE	55

4. TITLE 14 CFR PART 77 - EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: None.

There are no effects on the VFR traffic pattern.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: The proposals would penetrate the 40:1 departure slope in the SLE RWY 16 Initial Climb Area (ICA) by the following and each ASN includes the recommended departure note:

2023-ANM-3640-OE At 352 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 36 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4225 feet from departure end of runway 265 feet right of centerline 37 AGL / 352 AMSL.

2023-ANM-3643-OE At 352 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 36 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4231 feet from departure end of runway 401 feet right of centerline 36 AGL / 352 AMSL.

2023-ANM-3646-OE At 354 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 37 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4253 feet from departure end of runway 576 feet right of centerline 31 AGL / 354 AMSL.

2023-ANM-3647-OE At 356 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 39 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4255 feet from departure end of runway 625 feet right of centerline 28 AGL / 356 AMSL.

2023-ANM-3648-OE At 362 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 45 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4257 feet from departure end of runway 675 feet right of centerline 30 AGL / 362 AMSL.

2023-ANM-3659-OE At 354 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 40 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4131 feet from departure end of runway 608 feet right of centerline 34 AGL / 354 AMSL.

2023-ANM-3665-OE At 349 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 37 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 4068 feet from departure end of runway 452 feet right of centerline 49 AGL / 349 AMSL.

2023-ANM-3678-OE At 338 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 37 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3632 feet from departure end of runway 534 feet rightof centerline 42 AGL / 338 AMSL.

2023-ANM-3679-OE At 337 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 37 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3588 feet from departure end of runway 544 feet right of centerline 42 AGL / 337 AMSL.

2023-ANM-3680-OE At 345 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 44 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3596 feet from departure end of runway 776 feet right of centerline 36 AGL / 345 AMSL.

2023-ANM-3681-OE At 348 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 47 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3598 feet from departure end of runway 776 feet right of centerline 34 AGL / 348 AMSL.

2023-ANM-3682-OE At 353 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 52 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3599 feet from departure end of runway 825 feet right of centerline 36 AGL / 353 AMSL.

2023-ANM-3683-OE At 356 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 55 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3602 feet from departure end of runway 875 feet right of centerline 37 AGL / 356 AMSL.

2023-ANM-3684-OE At 359 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 58 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3604 feet from departure end of runway 925 feet right of centerline 38 AGL / 359 AMSL.

2023-ANM-3685-OE At 362 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 61 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3606 feet from departure end of runway 975 feet right of centerline 39 AGL / 362 AMSL.

2023-ANM-3693-OE At 362 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 61 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3624 feet from departure end of runway 1375 feet right of centerline 41 AGL / 362 AMSL.

2023-ANM-3694-OE At 360 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 59 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3626 feet from departure end of runway 1425 feet right of centerline 40 AGL / 360 AMSL.

2023-ANM-3697-OE At 360 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 55 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3790 feet from departure end of runway 1496 feet right of centerline 37 AGL / 360 AMSL.

2023-ANM-3702-OE At 363 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 58 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3783 feet from departure end of runway 1349 feet right of centerline 37 AGL / 363 AMSL.

2023-ANM-3715-OE At 363 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 58 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3767 feet from departure end of runway 976 feet right of centerline 38 AGL / 363 AMSL.

2023-ANM-3717-OE At 356 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 51 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3761 feet from departure end of runway 829 feet right of centerline 36 AGL / 356 AMSL.

2023-ANM-3718-OE At 346 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 42 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3753 feet from departure end of runway 746 feet right of centerline 29 AGL / 346 AMSL.

2023-ANM-3723-OE At 362 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 55 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3858 feet from departure end of runway 778 feet right of centerline 41 AGL / 362 AMSL.

2023-ANM-3724-OE At 363 AMSL McNary Field SLE Salem OR. Obstacle penetrates RWY 16 Initial Climb Area ICA 55 feet. Qualifies as low close-in penetration with climb gradient termination altitude 200 feet or less above DER requiring TAKE-OFF MINIMUM AND OBSTACLE DEPARTURE PROCEDURES NOTE: RWY 16 BUILDING 3908 feet from departure end of runway 776 feet right of centerline 40 AGL / 363 AMSL.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SLE Airport Master Record can be viewed/downloaded at https://adip.faa.gov/agis/public/#/airportData/SLE . It states there are 141 single-engine, 10 multi-engine, 6 jet, 8 helicopter, 19 military, 0 ultra- light and 2 glider aircraft based there with 39,823 operations for the 12 months ending 31 December 2019 latest information.

5. CIRCULATION AND COMMENTS RECEIVED

In order to facilitate the public comment process, the proposal was circularized on 8 August 2023 to all known interests that may be affected by the proposal. No comments were received during the public comment period that concluded on 14 September 2023.

6. DETERMINATION - NO HAZARD TO AIR NAVIGATION

The FAA has determined the proposed construction would not have a substantial adverse effect on the safe and efficient use of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

7. BASIS FOR DECISION

Study for possible VFR effect disclosed that the proposed construction would not have an adverse effect on any existing or proposed arrival or departure VFR operations or procedures. The described proposals would penetrate the SLE RWY 16 Initial Climb Area ICA by a maximum of 61 feet requiring an advisory note in the TAKE-OFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES. There would be no increase to the minimum weather ceiling or visibility and no increase for IFR climb gradient is required. No other IFR effects were identified. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. Marking and lighting was considered but deemed unnecessary.

8. CONDITIONS

Within ten days before the start of construction the proponent is required to file a FAA form 7460-2, Part 1, Actual Construction notification, at the OE/AAA website http://oeaaa.faa.gov. This actual construction notification will be used to update airport instrument procedures.

Within five days after the structure described in this narrative reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website http://oeaaa.faa.gov. This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

9. ACRONYMS & ABBREVIATIONS

AGL, Above Ground Level
AMSL, Above Mean Sea Level

ARP, Airport Reference Point
ARSR, Air Route Surveillance Radar
ARTCC, Air Route Traffic Control Center
ASN, Aeronautical Study Number
ASR, Airport Surveillance Radar
ATC, Air Traffic Control
ATCT, Air Traffic Control Tower
CARSR, Common Air Route Surveillance Radar
CAT, Category
CFR, Code of Federal Regulations
CG, Climb Gradient
DA, Decision Altitude
DME, Distance Measuring Equipment
FAA, Federal Aviation Administration
FUS, Fusion
GPS, Global Positioning System
IAF, Initial Approach Fix
IAP, Instrument Approach Procedure
ICA, Initial Climb Area
IFR, Instrument Flight Rules
INT, Intersection
LAT, Latitude
LNAV, Lateral Navigation
LOC, Localizer
LONG, Longitude
LP, Localizer Performance
LPV, Localizer Performance with Vertical Guidance
MDA, Minimum Descent Altitude
MEA, Minimum En route Altitude
MET, Meteorological Evaluation Tower
MIA, Minimum IFR Altitude
Min, Minimum
MOCA, Minimum Obstruction Clearance Altitude
MSA, Minimum Safe Altitude
MSL, Mean Sea Level
MVA, Minimum Vectoring Altitude
NA, Not Authorized
NAS, National Airspace System
NAVAID, Navigational Aid
NDB, Non-Directional Radio Beacon
NEH, No Effect Height
NM, Nautical Mile
NOTAM, Notice to Airmen
NPF, Notice of Preliminary Findings
OCS, Obstacle Clearance Surface
OE, Obstruction Evaluation
OEG, Obstruction Evaluation Group
Part 77 - Title 14 Code of Federal Regulations CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.

P-NOTAM, Permanent Notice to Airmen
RLOS, Radar Line of Sight
RNAV, Area Navigation
RNP, Required Navigation Performance
RWY, Runway
S-, Straight-in
SE, Site Elevation
S-LOC, Straight-in Localizer
SM, Statute Miles
Std., Standard
TAA, Terminal Arrival Area
TACAN, Tactical Air Navigation System
TERPS, Terminal Instrument Procedures
TPA, Traffic Pattern Airspace
TRACON, Terminal Radar Approach Control
V, Victor Airway
VFR, Visual Flight Rules
VHF, Very High Frequency
VOR, VHF Omnidirectional Radio Range System
VORTAC, VOR/TACAN System
W/1A, with a 1A accuracy survey
W2C, with a 2C accuracy survey

TOPO Map for ASN 2023-ANM-3697-OE

Sectional Map for ASN 2023-ANM-3697-OE