



Airport Site Approval and New Registration Application

(Airport Site Approval only for Private Use)

To: Iowa Department of Transportation
Office of Transportation Inventory
100 E. Euclid, Suite 7
Des Moines, Iowa 50313

Date _____
Telephone: (515) 237-3301

The undersigned hereby requests Airport Site Approval and Registration in accordance with the Iowa Airport Registration Law for:

_____ located _____ mile(s) _____
Name of Proposed Facility No. Direction
of _____ in _____ County.
City or Town

- 1. Type of Use:**
- Public (Government Owned or Leased)
 - Public (Privately Owned or Leased)
 - Private (Government Owned or Leased)
 - Private (Privately Owned or Leased)

- 2. Category:**
- Airport
 - Seaplane Base
 - Heliport
 - Ultralight flight park

3. Location: Latitude _____ Longitude _____
Section _____ Township _____ Range _____ Acres in Airport _____

4. Applicant/Landowner Information:

(a) Landowner's Name _____ Phone _____
Address _____ Zip _____
Applicant's Name _____ Phone _____
Address _____ Zip _____
Manager's Name _____ Phone _____
Address _____ Zip _____

(b) If Applicant is not Landowner a copy of official authorization to construct the aviation facility requested on said property: is attached will be forwarded by _____
Date

5. Landing Surface Type: _____
Sod, Water, Asphalt, etc.

6. Facility Diagram: Attach a copy of Federal Aviation Administration Form 7480-1 and associated drawings showing the location and size of the facility and orientation of runway or sealanes.

7. Land Use Zoning: Attach a statement from the city or county zoning agency showing evidence of compliance with municipal (*city or county*) zoning requirements. Where there is no local zoning a statement of that fact from an official of the appropriate governmental agency of the jurisdiction shall be submitted with the application.

8. Airspace: Enclose a copy of a notice of airspace determination issued by the Federal Aviation Administration which concludes that the site will not adversely affect the safe and efficient use of airspace.

9. Minimum Safety Standards: The Minimum Safety Standards for a public-use airport are shown on the second page of this form. Does the facility for which application is being made meet the standards? Yes No

I hereby certify that the statements and the information contained herein and on the required supporting documents are true and correct.

Signature of Applicant

Date

Type or print name and title

761--720.10(328) Minimum safety standards. The minimum safety standards for a public-use airport are as follows:

720.10(2) Obstruction hazards.

- a. The following areas of the airport shall be free of obstruction hazards:
 - (1) Within 60 feet (18 meters) of the centerline of a nonpaved runway.
 - (2) Within 125 feet (38 meters) of the centerline of a paved runway having either a visual or nonprecision instrument approach procedure.
 - (3) Within 150 feet (45 meters) of the centerline of a paved runway having a precision instrument approach procedure.
 - (4) Within 200 feet (60 meters) of the end of any hard-surfaced runway.
- b. An object of natural growth, terrain, or permanent or temporary construction within the areas listed in paragraph "a" of this subrule shall be removed by the sponsor.
- c. Frangible equipment that provides an essential aviation service is not considered an obstruction hazard.

720.10(2) Runway.

- a. Width. The minimum usable prepared runway width shall be 50 feet (15 meters).
- b. Marking. A hard-surfaced runway or taxiway shall be marked according to FAA Advisory Circular 150/5340-1F as amended through October 22, 1987. A turf landing strip or area shall have markers at all corners of the runway to delineate the runway limits. All markers shall be readily discernible from both the air and the ground.
- c. Line of sight. The runway sight distance shall provide an unobstructed line of sight from any point five feet (1.5 meters) above the runway surface to any other point five feet (1.5 meters) above the runway surface for the entire length of the runway; or the sponsor shall post in a conspicuous location a warning about the obstruction in the line of sight.
- d. Temporary warning. Any part of the runway environment other than the runway which has become temporarily unsafe, or for any reason is not available for use, shall be marked by suitable flags, barriers or flares clearly showing the boundaries of the unsafe or unusable area.
- e. Building location. No building on or around the airport shall be closer than 250 feet (75 meters) to the centerline of a runway having an established instrument approach procedure or closer than 125 feet (38 meters) to the centerline of a runway having only a visual approach procedure.

720.10(3) Approach zones.

- a. Approaches shall be clear of obstructions above a glide path of 20:1 from the ends of each usable runway. If an obstruction exists in an approach zone, the runway threshold on a paved runway shall be displaced in accordance with FAA Advisory Circular 150/5300-13, Appendix 2, as amended through February 24, 1992, and marked in accordance with FAA Advisory Circular 150/5340-1F, as amended through August 16, 1991. On a turf runway, the runway end markers shall be relocated to provide the prescribed obstruction clearance. The runway length remaining between the displaced threshold and the departure end of the runway is the landing distance available.
- b. When the approach zone to any runway crosses a road or railroad, the glide path on a 20:1 ratio shall pass at least 17 feet (5 meters) above an interstate highway, 15 feet (4.5 meters) above any other public roadway, 10 feet (3 meters) above a private road, and 23 feet (7 meters) above a railroad.

720.10(4) Facilities. The airport shall provide all of the following facilities:

- a. Wind indicator. The airport shall be equipped with a wind cone, blaze orange in color, which shall be clearly visible from the traffic pattern altitude within one mile of the airport during daylight hours. If the airport is lighted for night operation, the wind cone or wind tee shall also be lighted.
- b. Lighting. If an airport is lighted for night operation, the system shall be lighted from dusk to dawn. An air-to-ground controller for the lighting system shall be considered to meet this requirement.
- c. Telephone. A telephone, capable of direct contact with the nearest FAA flight service, shall be available for public use 24 hours each day. A list shall be posted in a conspicuous place near the telephone with telephone numbers for emergencies (fire department, police, ambulance) and service (manager or person in charge of the airport).
- d. Fire extinguisher. At least one fire extinguisher capable of extinguishing all classes of fires shall be readily accessible to aircraft operational areas. Fire extinguishers shall be inspected and serviced as necessary, but at least once a year.

This rule intended to implement Iowa Code sections 328.12, 328.19 and 328.35.