



U.S. Department  
of Transportation  
Federal Aviation  
Administration

## FAA APPROVAL LETTER

Detroit Airports District Office  
Metro Airport Center  
11677 S. Wayne Road, Ste. 107  
Romulus, MI 48174

July 23, 2007

Gary Espenschied, Service Director  
City of New Philadelphia  
150 E. High Avenue  
New Philadelphia, OH 44663

Dear Mr. Espenschied:

Harry Cleaver Field  
New Philadelphia, Ohio  
Airspace Case Number 2007-AGL-369-NRA  
ALP Approval

The Master Plan (MP) documents for the Harry Cleaver Field are acceptable from a contractual standpoint with respect to the terms and conditions of the grant agreement. The contents of the MP reflect the views of the Harry Cleaver Field who is responsible for the accuracy of the document. The MP does not necessarily reflect the views or policies of the Federal Aviation Administration (FAA), and the determination of acceptability does not imply the FAA agrees with the MP conclusions and recommendations.

Enclosed is one conditionally approved copy of the Harry Cleaver Field, Airport Layout Plan (ALP), dated July 2007. This letter cancels or supersedes all prior ALP approvals. The ALP conditional approval is based on recognition of and adherence to the following:

1. The approval is not to be considered a commitment of Federal funding for the proposed development. The FAA has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approved standards applicable at the time of construction. No design modifications have been granted.
2. If any of the design critical aircraft or aircraft groups change, this ALP must be reevaluated by the FAA.
3. Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:
  - a. All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
  - b. That fair consideration has been given to the interest of communities in or near the airport.
  - c. That development programs provide for the protection and enhancement of the environment.
4. The FAA offers no objections to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following 14 CFR's: -77, -152, and -157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (reference Aeronautical Study Number 2007-AGL-369-NRA). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements.
5. All development depicted on the ALP must comply with the National Environmental Policy Act (NEPA) of 1969. Prior FAA environmental approval is required for all airport development actions depicted on this ALP.
6. To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend you provide copies to the local and state planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to the Fixed Base Operators (FBO's) and airport users.
7. The Airport and Airway Improvement Act (49 USC 47107(a)(16)(D)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, the cost of relocating the facilities may be eligible under AIP.
8. This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with this office. This approval does not include approval for temporary construction equipment, which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project.
9. If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7480-1) must be filed with this office consistent with 14 CFR 157.

Harry Cleaver Field  
Airport Layout Plan Approval  
Page 2 of 3

Harry Cleaver Field  
Airport Layout Plan Approval  
Page 3 of 3

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact Ms. Katherine Jones of this office at (734) 229-2958.

Sincerely,

*Katherine S. Jones*

Katherine S. Jones  
Community Planner  
Detroit Airports District Office

cc: Central Services Region -- FPO (w/ ALP)  
AGL-470 (w/ ALP)  
Cleveland ARTCC District  
ASW-520 (w/ ALP)