



Federal Aviation Administration

Memorandum

Date: JUN 15 2009

To: Obstruction Evaluation Services Personnel

From: Kevin Haggerty
Manager, Obstruction Evaluation Services

Subject: Changes to Federal Aviation Administration (FAA) Advisory Circular (AC) 70/7460-1K, Obstruction Marking and Lighting

We are preparing changes to FAA AC 70/7460-1K, Obstruction Marking and Lighting. The changes will incorporate Audio Visual Warning Systems (AVWS) as an acceptable form of marking and lighting that will meet established technical standards to identify an obstruction to air navigation.

AVWS is an all-weather, day and night, low-voltage, Radar-based obstacle avoidance system that utilizes current obstruction lighting products and does not require additional equipment in an aircraft.

AVWS activates obstruction lighting and audio signals to alert pilots of potential collisions with obstacles such as power lines, wind turbines, bridges, and towers. The obstruction lights and audio warnings are inactive when there is no air traffic in the area of the obstruction.

The FAA has analyzed and reviewed the Obstruction Collision Avoidance System (OCAS™) and has determined that OCAS™ provides an equivalent level of safety and is a suitable alternative to the marking and lighting requirements of obstacles as recommended in FAA AC 70/7460-1K.

OCAS™ is the first AVWS to be installed, tested, and approved in the National Airspace System (NAS).

The OES will accept, analyze, and approve an AVWS as an alternative to conventional lighting systems on a case-by-case basis.

OES personnel shall:

1. Review each FAA Form 7460-1, Notice of Proposed Construction or Alteration, for requests to use an AVWS.

2. If an AVWS is indicated, select “AVWS” as the requested Marking and Lighting.
3. Ensure that Technical Operations and Spectrum Engineering are selected to provide comment on the aeronautical study.
4. Business rules will be incorporated into the Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) System based on AVWS as the Requested Marking/Lighting to override current auto screens and ensure proper coordination. If AVWS is not selected as the Requested Marking/Lighting, ensure that the case is manually unlocked for review from AF and FM.
5. Before the issuance of the Determination, ensure that comments from Technical Operations and Spectrum Engineering are reviewed and specifically acknowledge that the AVWS was reviewed, approved, or conditionally approved (e.g., No Audio).
6. Adjudicate all AVWS concerns and indicate in the Additional Information section that AVWS is approved for the specific study with or without conditions or limitations prior to the issuance of a Determination of No Hazard to Air Navigation.
7. If AVWS is approved with conditions or limitations or if AVWS is not approved: provide your supervisor with the Aeronautical Study Number and wait for approval to issue the Determination of No Hazard to Air Navigation.
8. Ensure that the 7460-2, Notice of Actual Construction or Alteration, indicates that AVWS is installed.

The OES will incorporate an AVWS section to the external OE/AAA Web site to inform the public about AVWS and its benefits in the NAS.

Please direct any questions or comments to the Manager, OES.