



**Federal Aviation Administration**

10101 Hillwood Parkway  
Federal Aviation Administration  
Fort Worth, TX 76177

Ben Guttery

April 22, 2019

TO:  
Sara McDonald  
11400 Farrell Rd  
Willis, TX 77378  
sara2610@earthlink.net

CC:  
Ronald Sanches  
12822 Lake Shore Dr  
Montgomery, TX 77356  
Eddie\_sanches@hotmail.com

**NOTICE OF AIRPORT AIRSPACE ANALYSIS DETERMINATION  
ESTABLISH PRIVATE USE AIRPORT  
\*\*NO OBJECTION/NO OBJECTION WITH CONDITIONS\*\***

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

| ASN              | Prior ASN | Airport Name | Description                | Location   | Latitude (NAD83) | Longitude (NAD83) | Airport Elevation (feet) |
|------------------|-----------|--------------|----------------------------|------------|------------------|-------------------|--------------------------|
| 2019-ASW-647-NRA |           | M-4          | LAP ASN # 2018-CSA-129-LAP | Willis, TX | 30-24-13.00N     | 95-26-20.00W      | 230                      |

Description: LAP ASN # 2018-CSA-129-LAP

We have completed an airspace analysis of the proposed private use airport. As studied, the location is approximately 3 nautical miles ESE of Willis, TX.

We do not object with conditions to the construction described in this proposal provided you agree to the following:

This airport is not requesting any instrument approach procedures, so that part of my evaluation would be No IFR Effect. The issue is that this airport underlies an ILS or LOC RWY 14, RNAV (GPS) RWY 14, and an NDB RWY 14 approaches into Conroe-North Houston Rgnl (KCXO) and the given coordinates for the RWY 30 Threshold is only 2.57NM from the KCXO RWY 14 threshold. This location will impact IFR operations unless an LOA is coordinated with the Local ATC for operations into and out of this airport with coordination taking place prior to departures/landings. Additionally, the coordinates provided for RWY 13/30 were run with geodetic calculator and the actual heading for this runway is 149.98T / 329.98T and the Magnetic headings would be 146.98 / 326.98, so it looks like this would be better numbered if it was Runway 15/33.

No objection provided: Use of this airport is restricted to the following 1. Daytime only 2. Use by owner or with owner's permission. 3. The airport proponent should install a wind cone that provides surface wind

direction information to the runway 4. Owner must have an agreement for the direction of traffic pattern and communication procedures with the Conroe-North Houston Regional Airport (KCXO).

It is recommended that your airport be constructed to the standards identified in FAA Advisory Circular (AC) 150/5300-13, Airport Design (current version). Also, a clear approach slope, as identified in (AC) 150/5300-13 Table 3-2 Approach/Departure Standards, should be established at each runway end. If there are other obstructions that penetrate the approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear approach slope surface to each runway end. Please note that roads are defined as obstructions by 14 CFR Part 77. Private roads are the greater of a 10 foot vertical obstruction or the highest mobile object that normally traverses the road. Public roads are considered a 15 foot obstruction, interstate highways are a 17 foot obstruction, railroads are 23 foot obstructions and waterways are the highest mobile object that traverses the waterway.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to or abandonment of the subject airport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration and Deactivation of Airports". Please refer to Form 7480-1 for triggering events that will require notice.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environment can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreements, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Fifteen (15) days prior to completion, please complete, sign, date, and return the enclosed Airport Master Record 5010-5 Form. This action will ensure your airport is activated and assigned/secured a private use location identifier. Please indicate on the Airport Master Record Form if you desire to have your airport charted. Please be advised that charting of private use airports is not guaranteed. Additionally, if charted, there is no guarantee your airport will remain on FAA published charts. Charting of private use airports relies heavily on landmark value and chart clutter. The inclusion on a chart may take several charting cycles and does not coincide with the issuance of a location identifier. Instructions for completion of the 5010-5 Form can be found online at <https://www.faa.gov> in Advisory Circular (AC) 150/5200-35, "Submitting the Airport Master Record in Order to Activate a New Airport".

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until 10/22/2020. Should the airport not be established and the Airport Master Record 5010-5 Form not returned by 05/22/2019, an extension of our determination should be requested in writing by 05/07/2019. Should you not elect to establish the airport, please notify the FAA in writing by 05/22/2019.

If you have any questions concerning this determination, please contact me at [todd.hebert@faa.gov](mailto:todd.hebert@faa.gov) or at (817) 222-5614.

Sincerely,

Todd Hebert

Specialist

**Signature Control No: 397240129-403397808**

Attachment: Airport Master Record 5010 Form



> 1 ASSOC CITY: Willis 4 STATE: TX LOC ID: FAA SITE NR:  
> 2 AIRPORT NAME: M-4 5 COUNTY: Montgomery  
3 CBD TO AIRPORT (NM): 3 ESE 6 REGION/ADO: ASW/ 7 SECT AERO CHT: HOUSTON

|                         |                                            |                 |                       |
|-------------------------|--------------------------------------------|-----------------|-----------------------|
| <b>GENERAL</b>          |                                            | <b>SERVICES</b> | <b>BASED AIRCRAFT</b> |
| 10 OWNERSHIP:           | PR                                         | 70 FUEL:        | 90 SINGLE ENG: 1      |
| 11 OWNER:               | Sara McDonald                              |                 | 91 MULTI ENG: 0       |
| 12 ADDRESS:             | 11400 Farrell Rd<br>Willis TX 77378        |                 | 92 JET: 0             |
| 13 PHONE NR:            | 281-216-2005                               |                 | TOTAL: 1              |
| 14 MANAGER:             | Ronald Sanches                             |                 | 93 HELICOPTERS: 0     |
| 15 ADDRESS:             | 12822 Lake Shore Dr<br>Montgomery TX 77356 |                 | 94 GLIDERS: 0         |
| 16 PHONE NR:            | 936-443-3941                               |                 | 95 MILITARY: 0        |
| 17 ATTENDANCE SCHEDULE: |                                            |                 | 96 ULTRA-LIGHT: 0     |

**MONTHS DAYS HOURS**

|                      |                |                      |     |
|----------------------|----------------|----------------------|-----|
|                      |                | <b>FACILITIES</b>    |     |
| 18 AIRPORT USE:      | Private        | > 80 ARPT BCN:       |     |
| 19 ARPT LAT:         | 30-24-13.0000N | > 81 ARPT LGT SKED:  |     |
| 20 ARPT LONG:        | 95-26-20.0000W | > 82 UNICOM:         | 0.0 |
| 21 ARPT ELEV:        | 230.0          | 83 WIND INDICATOR:   |     |
| 22 ACREAGE:          | 0              | 84 SEGMENTED CIRCLE: |     |
| > 23 RIGHT TRAFFIC:  |                | 85 CONTROL TWR:      | NO  |
| 24 NON-COMM LANDING: |                | 86 FSS:              |     |
|                      |                | 87 FSS ON ARPT:      | NO  |
|                      |                | 88 FSS PHONE NR:     |     |
|                      |                | 89 TOLL FREE NR:     |     |

**RUNWAY DATA**

|                      |       |       |
|----------------------|-------|-------|
| > 30 RUNWAY IDENT:   | 10/28 | 13/30 |
| > 31 LENGTH:         | 969   | 700   |
| > 32 WIDTH:          | 50    | 50    |
| > 33 SURF TYPE-COND: | TURF  | TURF  |

**LIGHTING/APCH AIDS**

|                          |   |   |
|--------------------------|---|---|
| > 40 EDGE INTENSITY:     | / | / |
| > 42 RWY MARK TYPE-COND: | / | / |

**OBSTRUCTION DATA**

|                       |     |     |
|-----------------------|-----|-----|
| 50 FAR 77 CATEGORY:   | /   | /   |
| 51 DISPLACED THR:     | 0/0 | 0/0 |
| 52 CTLG OBSTN:        | /   | /   |
| 53 OBSTN MARKED/LGTD: | /   | /   |
| 54 HGT ABOVE RWY END: | /   | /   |
| 55 DIST FROM RWY END: | /   | /   |

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE 113 DATE: