

APPENDIX IIB
AIRPORT SAFETY

APPENDIX IIB1
FAA REVIEW REQUEST



February 10, 2016

Project No. 1401491

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Debra Melvin
South Texas International Airport at Edinburg
1300 East FM 490
Edinburg, TX 78542

**RE: NOTIFICATION OF THE PROPOSED LANDFILL EXPANSION
PERMIT AMENDMENT APPLICATION
EDINBURG REGIONAL DISPOSAL FACILITY
HIDALGO COUNTY, TEXAS
TCEQ PERMIT MSW-956C**

Dear Sir or Madam:

City of Edinburg is currently preparing a Permit Amendment Application to be submitted to the Texas Commission on Environmental Quality (TCEQ) Solid Waste Permits Division for a proposed expansion to the Edinburg Regional Disposal Facility (the Facility) Permit No. MSW-956C. In accordance with the current Texas solid waste regulations, 30 TAC §330.61(i)(5) and §330.545, the owner or operator of a facility located within a six-mile radius of a small general service airport runway end used by turbojet or piston-type aircraft to notify the affected airport and the Federal Aviation Administration (FAA) of any potential lateral and vertical expansion at the facility.

The existing Type I Facility is located approximately 2.3 miles south of the South Texas International Airport at Edinburg (FAA Identifier: EBG) and 2.4 miles north of a privately owned airport, Norman and White Airport (FAA Identifier: 6TE1). Since the general service airport is located within a six-mile radius of these facilities, this letter serves as the required notification to the airport and the FAA of the City of Edinburg's proposal to expand the facility.

Golder Associates Inc. is preparing the Application for the City of Edinburg to expand the permit boundary from 252 to 602.5 acres. The proposed landfill final development has 4-foot horizontal to 1-foot vertical side slopes and a top slope of 5%. The existing ground surface around the perimeter of the site ranges from 81 feet above mean sea level (ft-msl) (in a borrow area east of current construction) to 138 ft-msl (at the top of the west end of the currently constructed landfill). The maximum elevation of the proposed landfill expansion is 400 ft-msl, i.e. 186 feet higher than the currently permitted maximum elevation of 214 ft-msl. The final slopes, height and center of the site may be modified as the permit process proceeds. However, the proposed maximum height will not increase.

Attached to this letter are the supporting figures to demonstrate that the proposed landfill expansion meets FAA height requirements. Figure 1 is the General Location Map which shows the locations of the facility and airports within a six-mile radius of the facility. According to the Code of Federal Regulations (CFR) §77.17(a)(5) obstruction standards, a future object would be an obstruction to air navigation if it is

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Golder Associates: Operations in Africa, Asia, Australasia, Europe, North America and South America

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of greater height than the imaginary surface established under §77.19. Figure 2 provides plan and profile views of the proposed landfill expansion final condition and the imaginary surface for the South Texas International Airport at Edinburg created in accordance with the CFR 14 §77.19. The profile view in Figure 2 shows that the proposed landfill expansion's maximum elevation is 400 feet and the imaginary surface's maximum elevation is 425 feet, leaving a clearance of 25 feet between the imaginary surface and the top of the proposed landfill expansion. For your reference, a copy of the Brownsville Sectional Aeronautical Chart zoomed in on the Edinburg Regional Disposal Facility and South Texas International Airport at Edinburg is provided as Figure 3.

We have also filed a "Notice of Proposed Construction or Alteration" with the Air Traffic Division of the Federal Aviation Administration. On January 25, 2016 the FAA initiated an aeronautical study on Project RAMIR-000354865-16 for the following Aeronautical Study Number(s) (ASN): 2016-ASW-570-OE, 2016-ASW-571-OE, 2016-ASW-572-OE, 2016-ASW-573-OE, 2016-ASW-574-OE, 2016-ASW-575-OE, 2016-ASW-576-OE, 2016-ASW-577-OE, 2016-ASW-578-OE, 2016-ASW-579-OE, 2016-ASW-580-OE, 2016-ASW-581-OE, 2016-ASW-582-OE, 2016-ASW-583-OE, 2016-ASW-584-OE, 2016-ASW-585-OE, 2016-ASW-586-OE, 2016-ASW-587-OE, 2016-ASW-588-OE, 2016-ASW-589-OE, 2016-ASW-590-OE, 2016-ASW-591-OE, 2016-ASW-592-OE, 2016-ASW-593-OE, 2016-ASW-594-OE, 2016-ASW-595-OE, 2016-ASW-596-OE, 2016-ASW-597-OE, 2016-ASW-598-OE, 2016-ASW-599-OE.

In accordance with the current Texas solid waste regulations, 30 TAC §330.61(i)(5) and 30 TAC §330.545, we are requesting a review by the FAA on the information presented herein. We appreciate your assistance with this matter. Please feel free to contact me at (281) 821-6868 if you have any questions regarding the proposed project.

Sincerely,

GOLDER ASSOCIATES INC.



Chad E. Ireland, P.E.
Senior Project Geological Engineer

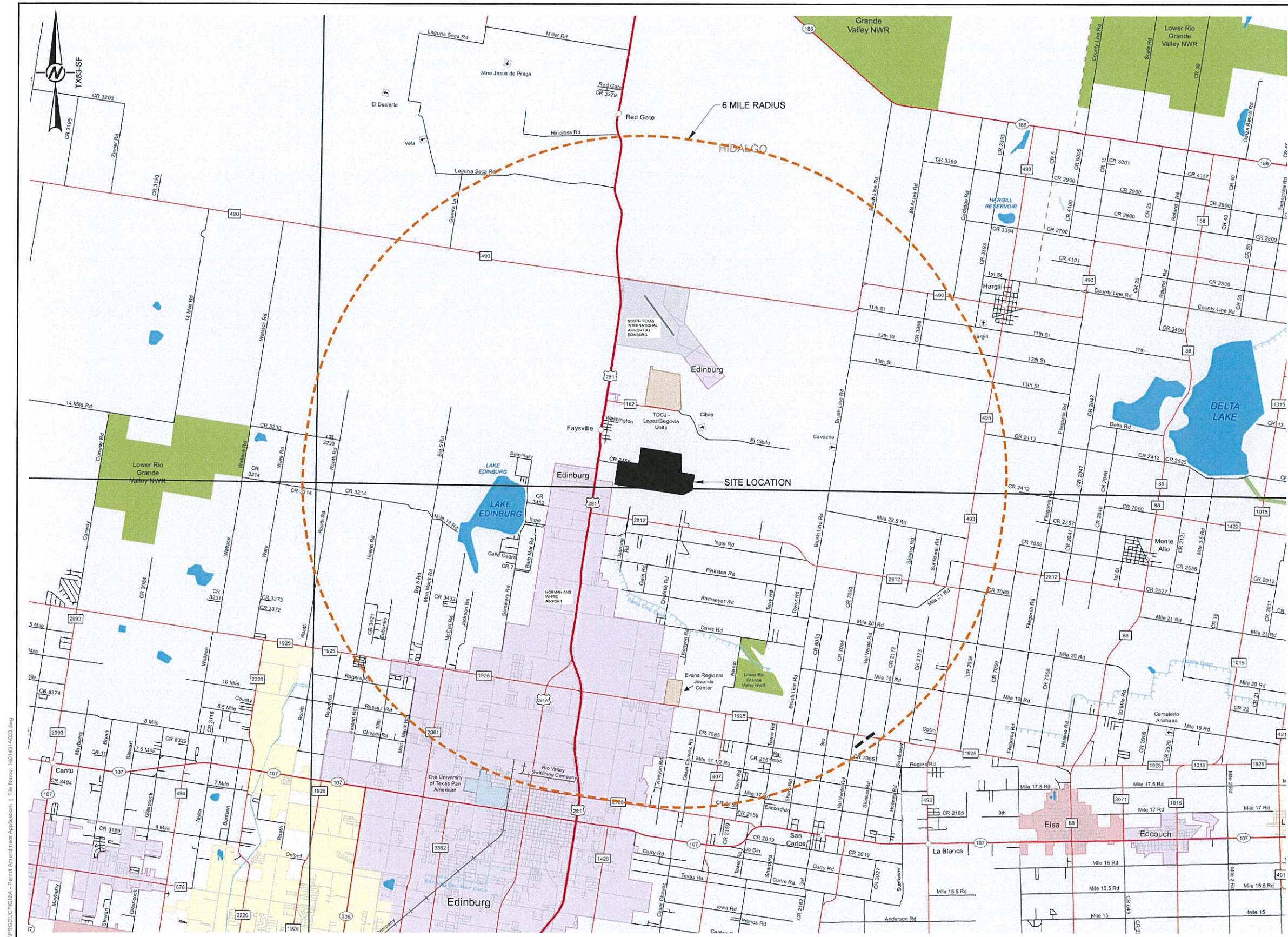


May Xin, P.E.
Senior Engineer

cc: Ramiro L Gomez, Jr., City of Edinburg Department of Solid Waste

Attachments:

CEI/kjc



COUNTY MAPBOOK 2012 LEGEND

IH, BI	School
US, BU, UA, UP	Military Installation
45 SH, BS	Prison
360 SL, SS, PR	National or State Park
1889 FM, BF, RM, RR, RE, RS, PA	Cemetery
County Road	Dam
City Street or other	County Line
Non-County Maintained Road	District Line
Railroad	Canal
Incorporated City	Flowing Stream
Unincorporated Community	Intermittent Stream
Airport	River
Airport Runway	Gulf Intracoastal Waterway
	Other Body of Water

NOTE(S)

1. TWO AIRPORTS ARE WITHIN A SIX MILE RADIUS OF THE FACILITY; THE EDINBURG INTERNATIONAL AIRPORT IS LOCATED APPROXIMATELY 2.3 MILES NORTH AND A PRIVATELY OWNED AIRPORT, NORMAN AND WHITE AIRPORT, IS LOCATED APPROXIMATELY 2.4 MILES SOUTH.

REFERENCE(S)

BASE MAP TAKEN FROM TEXAS DEPARTMENT OF TRANSPORTATION, COUNTY MAPBOOK 2012, PAGES 415, 416, 445, & 446; DELIVERED IN PDF [HTTP://WWW.DOT.STATE.TX.US](http://www.dot.state.tx.us)

ISSUED FOR PERMITTING PURPOSES ONLY

0 1 2
1" = 2 mi MILES

0 2016-02-10 PERMIT AMENDMENT APPLICATION SUBMITTAL		CEI	AGM	JBF	CEI
REV	YYYY-MM-DD DESCRIPTION	DESIGNED	PREPARED	REVIEWED	APPROVED

SEAL

CLIENT
CITY OF EDINBURG
DEPARTMENT OF SOLID WASTE MANAGEMENT

CONSULTANT

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GOLDER ASSOCIATES INC
TEXAS REGISTRATION F-2578

PROJECT
EDINBURG REGIONAL DISPOSAL FACILITY
PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C
EDINBURG, HIDALGO COUNTY, TEXAS

TITLE
GENERAL LOCATION MAP

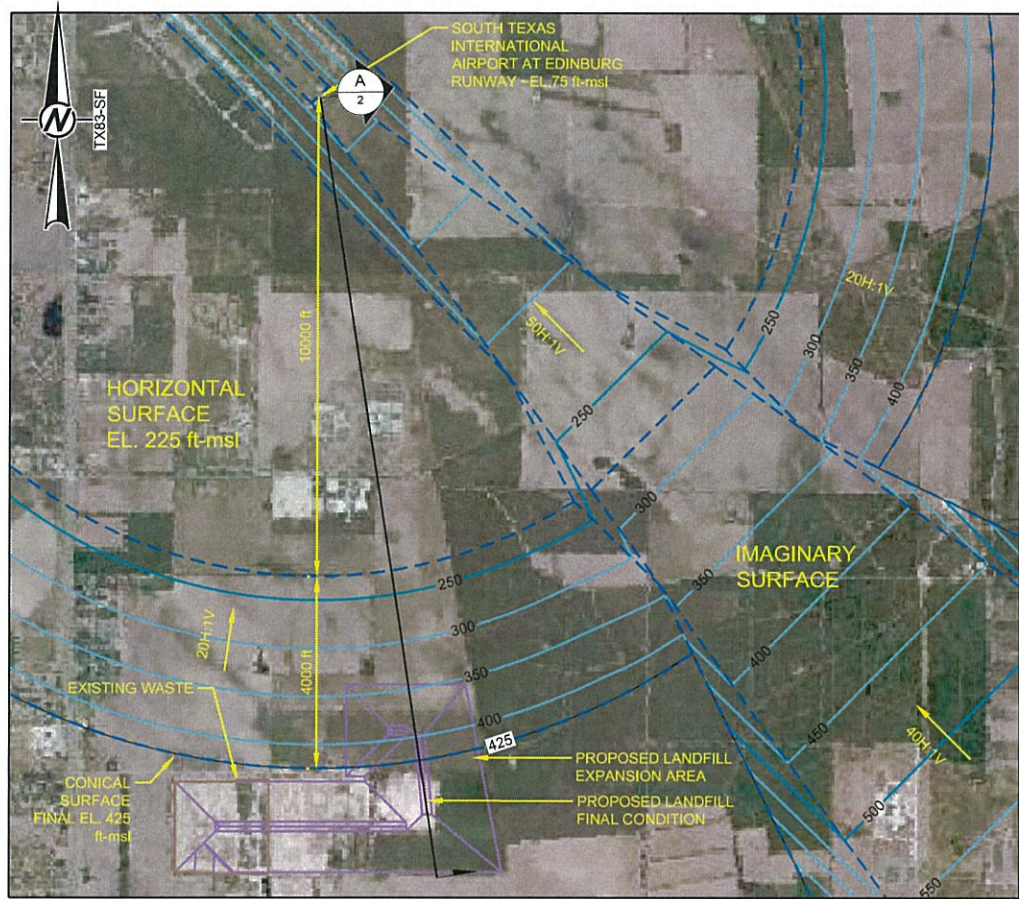
PROJECT NO.
1401491

APPLICATION SECTION
IIB1

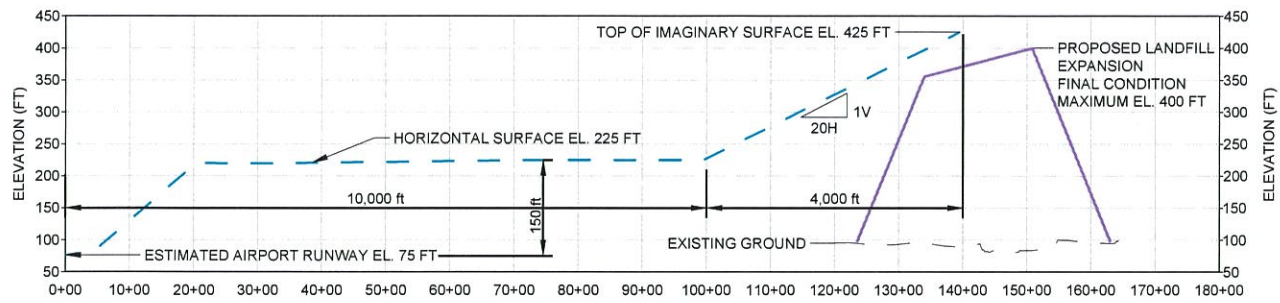
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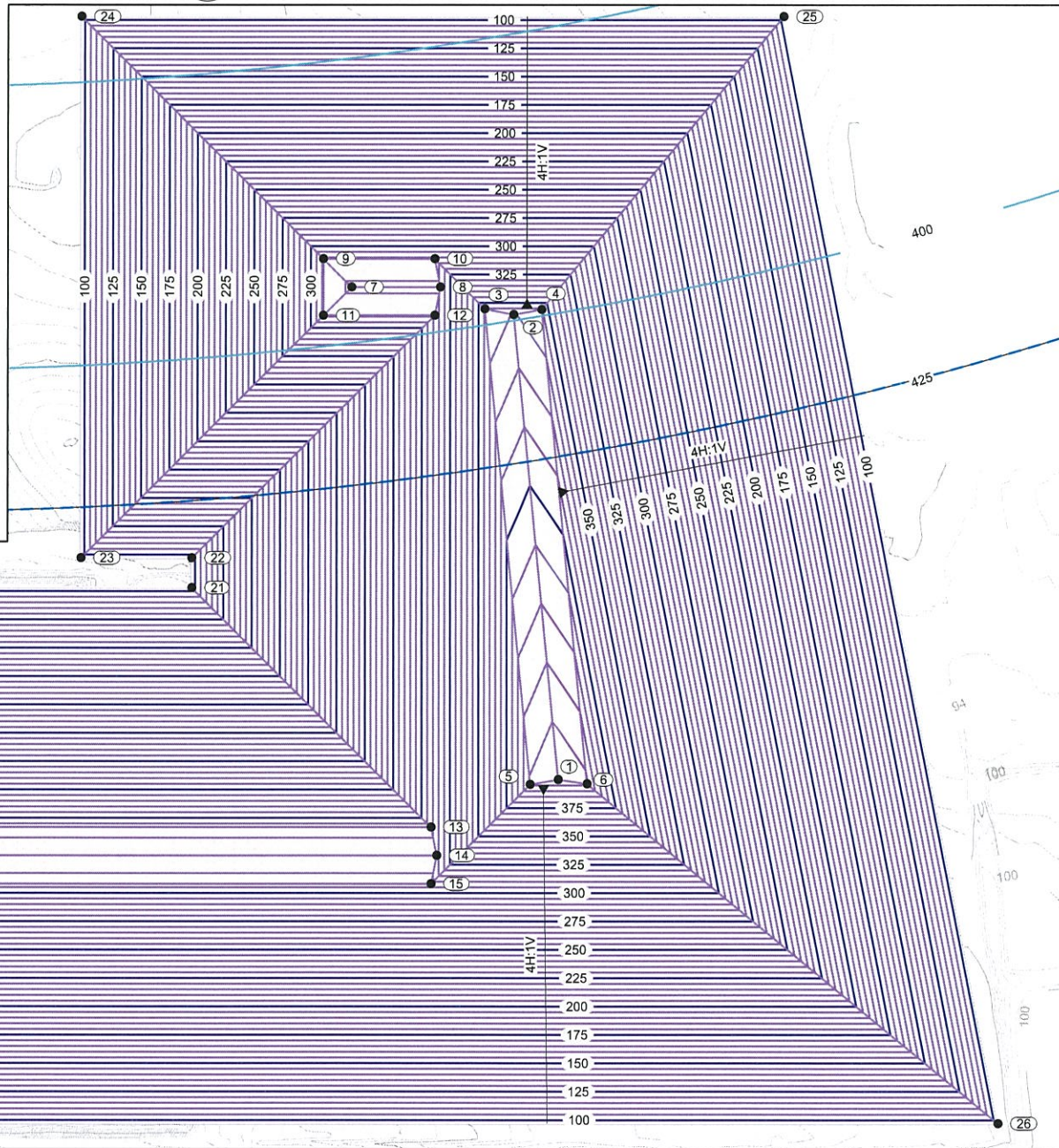
FIGURE
1



PLAN OF IMAGINARY SURFACE AND PROPOSED LANDFILL
SCALE 1" = 4000'



SCALE 1" = 3000'
VERT. SCALE 1:10
A
2
PROFILE OF IMAGINARY SURFACE AND PROPOSED LANDFILL



PLAN OF PROPOSED LANDFILL FINAL CONDITION
SCALE 1" = 600'

KEY MAP

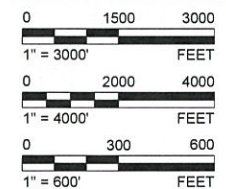
---	ESTIMATED IMAGINARY SURFACE GRADE BREAK LINE
---	ESTIMATED IMAGINARY SURFACE 50 ft CONTOUR
---	ESTIMATED IMAGINARY SURFACE 250 ft CONTOUR
---	PROPOSED FINAL CONDITION GRADE BREAK LINE
---	PROPOSED FINAL CONDITION 5 ft CONTOUR
---	PROPOSED FINAL CONDITION 25 ft CONTOUR
---	EXISTING GROUND SURFACE 2 ft CONTOUR
---	EXISTING GROUND SURFACE 10 ft CONTOUR

- NOTE(S)
- AIRPORT RUNWAY ELEVATION IS ESTIMATED TO BE 75.0 ft-MSL.
 - IMAGINARY SURFACE DEVELOPED FROM 14 CFR § 77.19 CIVIL AIRPORT IMAGINARY SURFACES.
 - FINAL CONDITION REPRESENTS PROPOSED MAXIMUM HEIGHT OF PROPOSED LANDFILL EXPANSION.

REFERENCE(S)
BASE MAP TAKEN FROM DIGITAL GLOBE IMAGERY COURTESY OF USGS, DATED 2010
DELIVERED IN FORMAT GEOEYE IMAGEPATCH.COM EARTHSTAR GEOGRAPHIC SIO

POINT TABLE					
NO.	NORTHING	EASTING	LATITUDE	LONGITUDE	ELEV.
1	1302.61	1109268.761	N026° 23' 40.11"	W098° 07' 05.11"	400
2	2943.96	1109363.689	N026° 23' 56.41"	W098° 07' 04.01"	360
3	2964.40	1109265.591	N026° 23' 56.77"	W098° 07' 05.09"	355
4	2962.36	1109464.034	N026° 23' 56.44"	W098° 07' 02.91"	356
5	1285.75	1109168.506	N026° 23' 40.10"	W098° 07' 06.21"	396
6	1287.43	1109367.163	N026° 23' 39.81"	W098° 07' 04.03"	396
7	3041.39	1108813.298	N026° 23' 58.25"	W098° 07' 10.06"	316
8	3041.39	1109122.225	N026° 23' 57.77"	W098° 07' 06.66"	316
9	3141.39	1108729.764	N026° 23' 59.38"	W098° 07' 10.97"	311
10	3141.39	1109117.750	N026° 23' 58.78"	W098° 07' 06.71"	311
11	2941.39	1108699.184	N026° 23' 57.42"	W098° 07' 11.32"	311
12	2941.39	1109087.170	N026° 23' 56.82"	W098° 07' 07.05"	311
13	1135.40	1108799.283	N026° 23' 39.17"	W098° 07' 10.28"	308
14	1035.40	1108803.758	N026° 23' 38.16"	W098° 07' 10.23"	313
15	935.40	1108768.703	N026° 23' 37.21"	W098° 07' 10.62"	308
16	935.40	1104849.431	N026° 23' 43.33"	W098° 07' 53.70"	308
17	1135.40	1104880.011	N026° 23' 45.29"	W098° 07' 53.36"	308
18	1035.40	1104963.545	N026° 23' 44.16"	W098° 07' 52.44"	313
19	90.19	1103885.590	N026° 23' 36.37"	W098° 08' 04.32"	97
20	1980.61	1104174.634	N026° 23' 54.86"	W098° 08' 01.09"	97
21	1979.94	1108093.804	N026° 23' 48.73"	W098° 07' 18.00"	97
22	2084.95	1108109.860	N026° 23' 49.76"	W098° 07' 17.82"	97
23	2084.95	1107721.874	N026° 23' 50.37"	W098° 07' 22.09"	97
24	3997.82	1108014.351	N026° 24' 09.08"	W098° 07' 18.81"	97
25	3997.82	1110466.038	N026° 24' 05.25"	W098° 06' 51.86"	97
26	90.86	1110618.429	N026° 23' 25.86"	W098° 06' 50.32"	97
27	90.86	1105107.586	N026° 23' 34.47"	W098° 07' 50.89"	97
28	40.35	1105099.857	N026° 23' 33.97"	W098° 07' 50.98"	97
29	40.35	1104676.429	N026° 23' 34.63"	W098° 07' 55.63"	97
30	90.19	1104289.976	N026° 23' 35.74"	W098° 07' 59.88"	97

ISSUED FOR PERMITTING PURPOSES ONLY



0		2016-02-10	PERMIT AMENDMENT APPLICATION SUBMITTAL	CEI	AGM	JBF	CEI
REV.	YYYY-MM-DD	DESCRIPTION		DESIGNED	PREPARED	REVIEWED	APPROVED

SEAL



GOLDER ASSOCIATES INC.
TEXAS REGISTRATION F-2578

CLIENT
CITY OF EDINBURG
DEPARTMENT OF SOLID WASTE MANAGEMENT

CONSULTANT

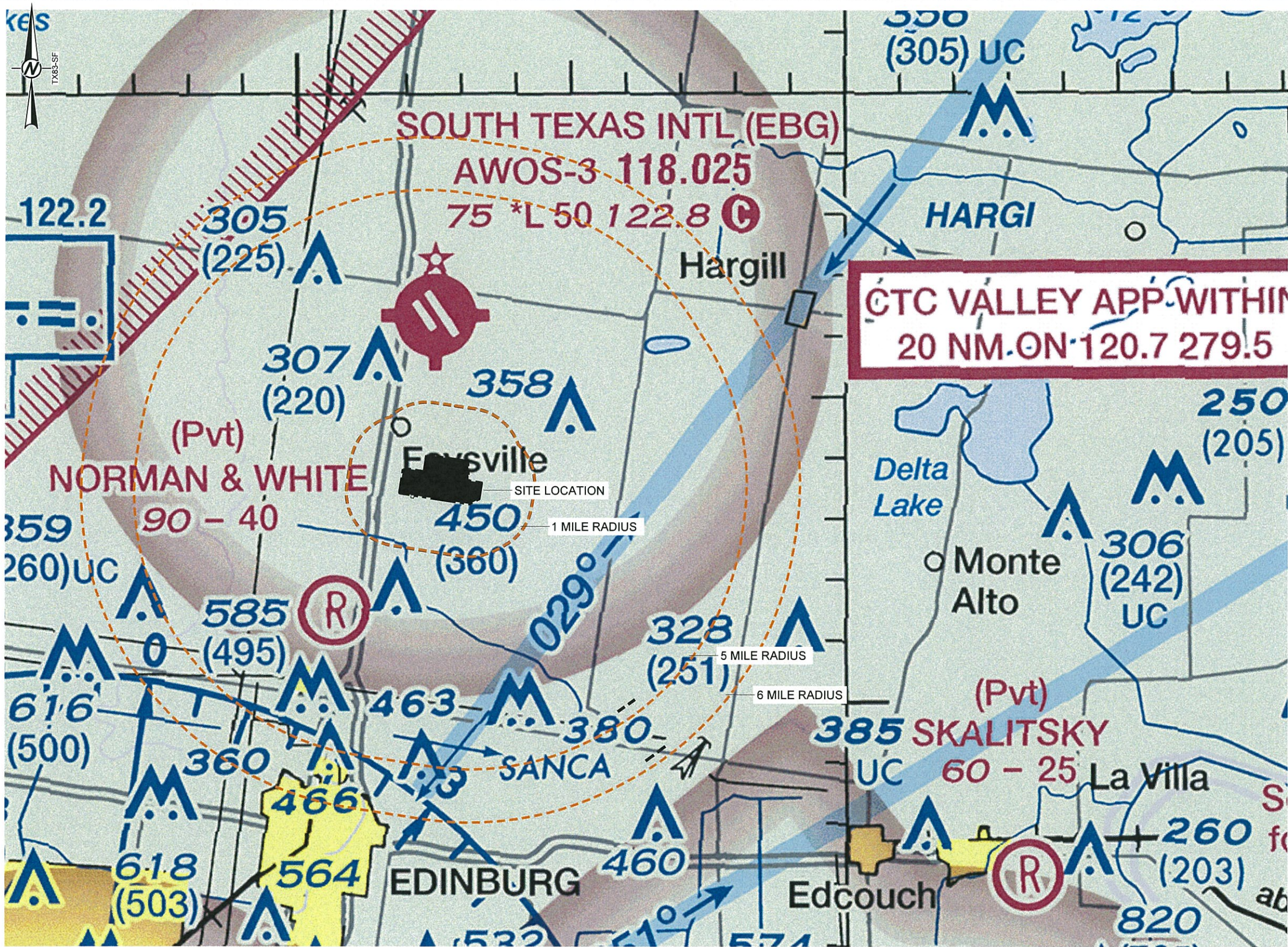


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PROJECT
EDINBURG REGIONAL DISPOSAL FACILITY
PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C
EDINBURG, HIDALGO COUNTY, TEXAS

TITLE
AIRPORT SAFETY

PROJECT NO. 1401491 APPLICATION SECTION IIB1 REV. 0 of FIGURE 2



KEY MAP

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (AFD) for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. CT - 118.3 * ATIS 123.8 289 L 72 122.93 RP 23.94 VFR Advy 125.0 UNICOM AOE - Airport of Entry

ADDITIONAL AIRPORT INFORMATION

- Private "Pvt" - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced: all military airports are identified by abbreviations AFB, NAS, USAF, etc. DoD users, for complete airport information consult DoD FLIP.
- Unimproved
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(A)(1))
- Class D Airspace
- Class E Airspace
- Class G Airspace

COMMUNICATION BOXES

122.1R 122.6 123.5 OAKDALE 352 * 123.5 OAK CHI

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) VORTAC Non-Directional Radio Beacon (NDB)

OBSTRUCTIONS

1000 ft and higher AGL Below 1000 ft AGL

MISCELLANEOUS

Parachute Jumping Area (See Airport/Facility Directory) Space Launch Activity Area (See Airport/Facility Directory)

TOPOGRAPHIC INFORMATION

Power Transmission Line Aerial Cable Lookout Tower 618 (Elevation Base of Tower)

REFERENCE(S)
BROWNSVILLE SECTION AERONAUTICAL CHART TAKEN FROM FEDERAL AVIATION ADMINISTRATION (FAA), DATED 08-20-2015 DELIVERED IN FORMAT
http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/

ISSUED FOR PERMITTING PURPOSES ONLY

0	2016-02-10	PERMIT AMENDMENT APPLICATION SUBMITTAL	CEI	AGM	JBF	CEI
REV	YYYY-MM-DD	DESCRIPTION	DESIGNED	PREPARED	REVIEWED	APPROVED

SEAL

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CITY OF EDINBURG
DEPARTMENT OF SOLID WASTE MANAGEMENT

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PROJECT EDINBURG REGIONAL DISPOSAL FACILITY PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C EDINBURG, HIDALGO COUNTY, TEXAS	FIGURE 3
TITLE FAA SECTIONAL AERONAUTICAL CHART	
PROJECT NO. 1401491	APPLICATION SECTION IIB1
REV. 0	of 1

APPENDIX IIB2
FAA DETERMINATION



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

Aeronautical Study No.
2016-ASW-2281-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-40.11N NAD 83
Longitude:	98-07-04.01W
Heights:	90 feet site elevation (SE) 310 feet above ground level (AGL) 400 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2281-OE.

Signature Control No: 283744923-289000853

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

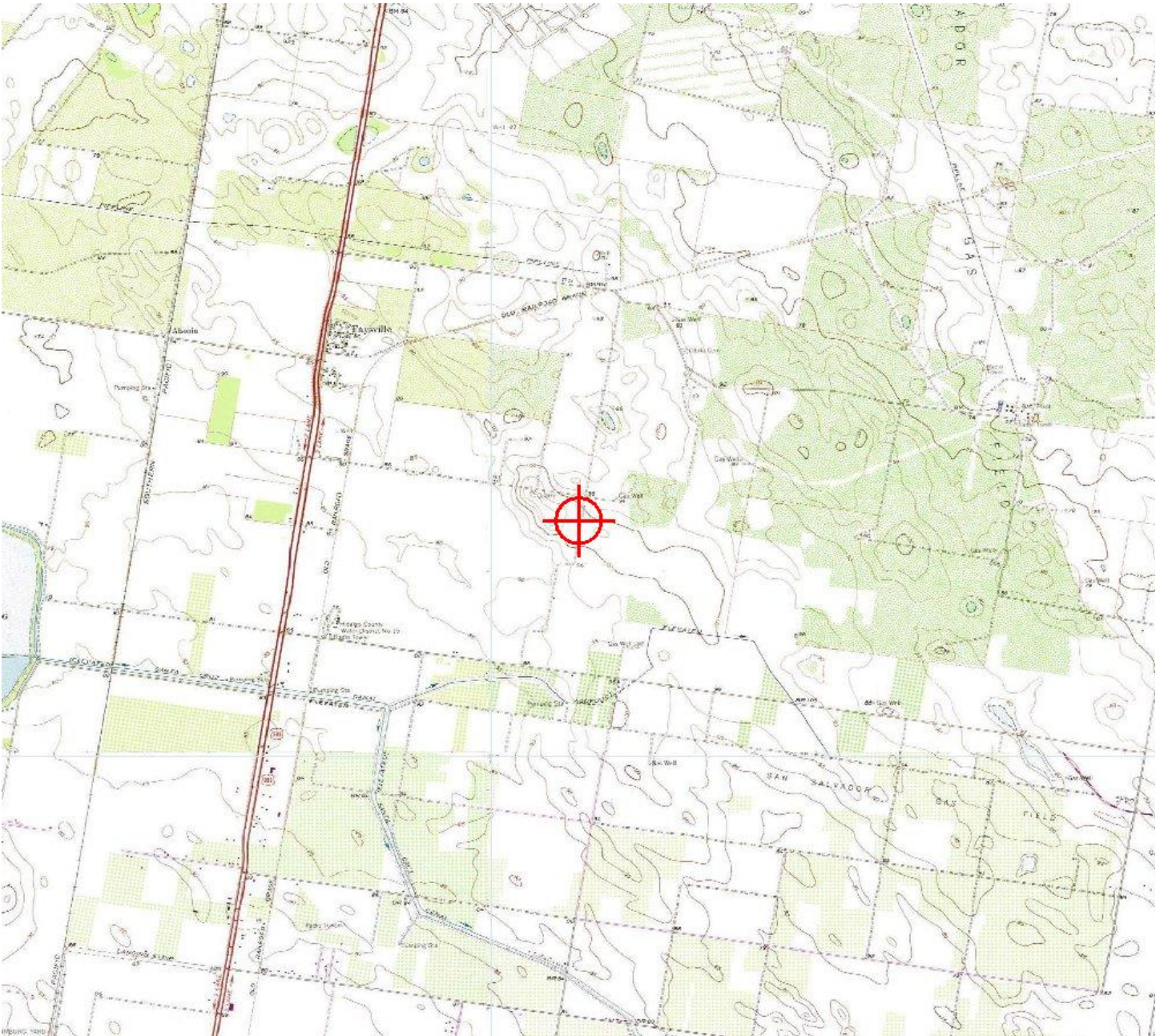
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2282-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

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See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2282-OE.

Signature Control No: 283744924-289000845

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

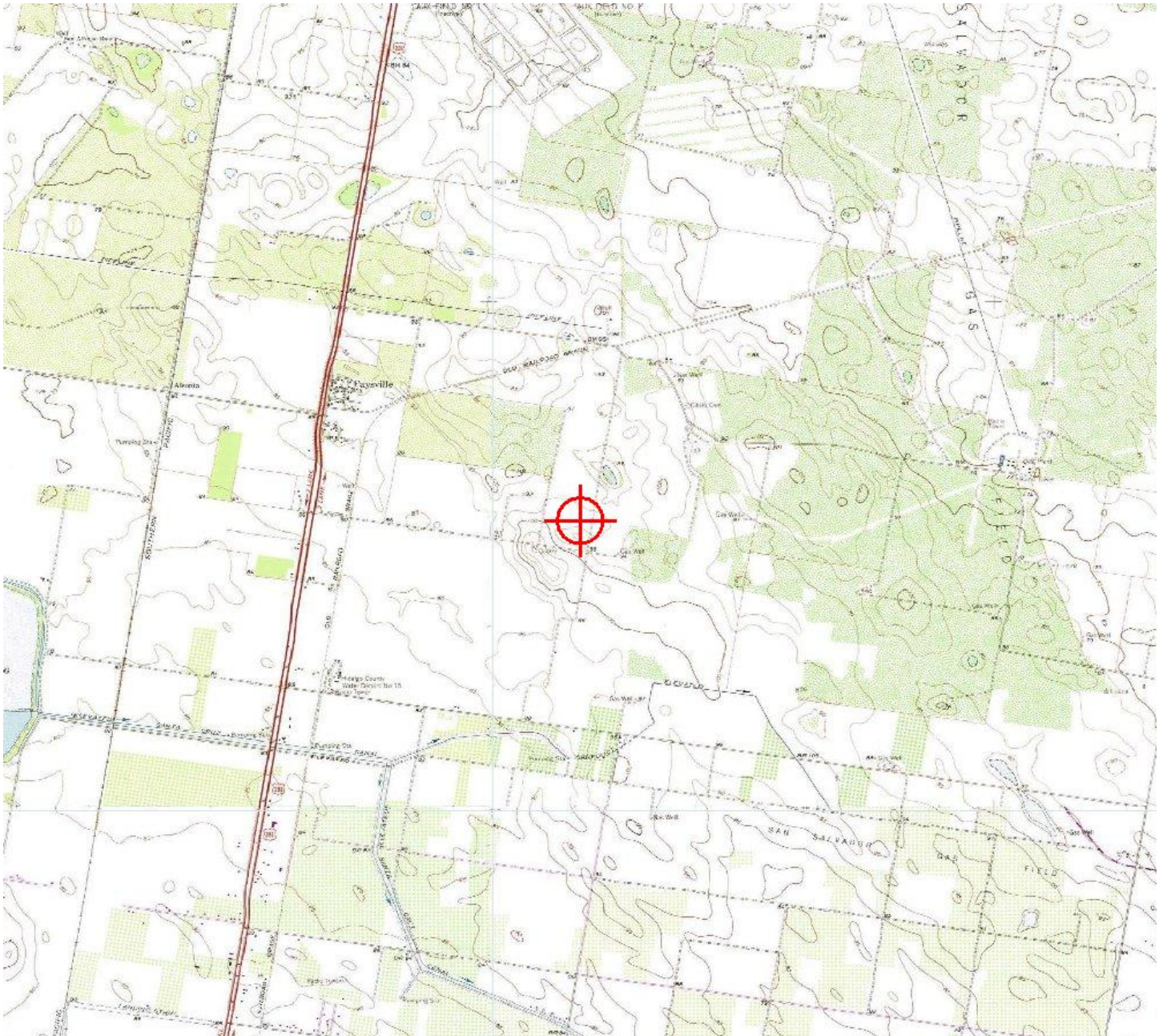
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2016-ASW-2282-OE







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

Aeronautical Study No.
2016-ASW-2283-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-56.77N NAD 83
Longitude:	98-07-05.09W
Heights:	95 feet site elevation (SE) 260 feet above ground level (AGL) 355 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2283-OE.

Signature Control No: 283744929-289000851

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

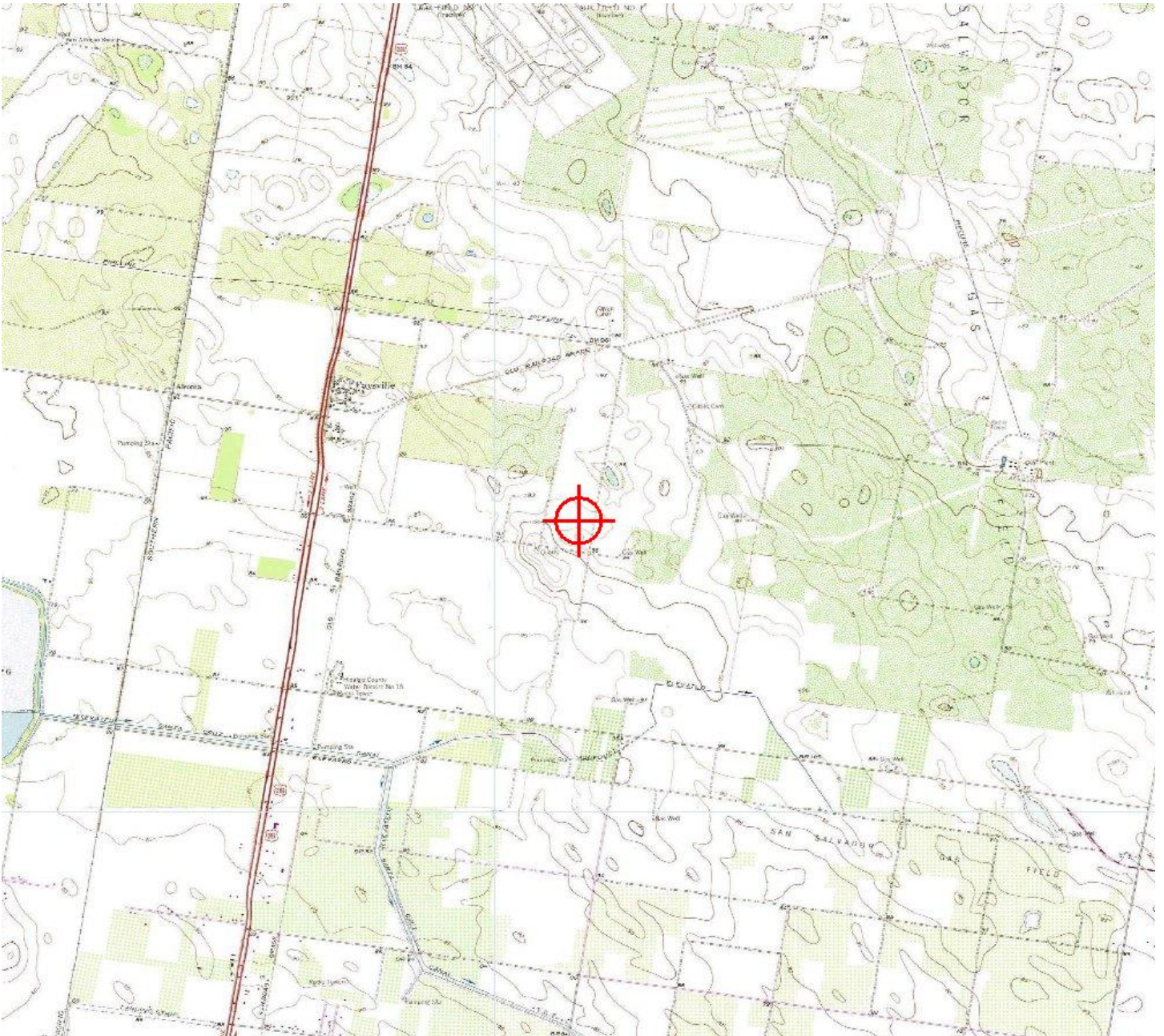
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2284-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-56.44N NAD 83
Longitude:	98-07-02.91W
Heights:	93 feet site elevation (SE) 263 feet above ground level (AGL) 356 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2284-OE.

Signature Control No: 283744930-289000847

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

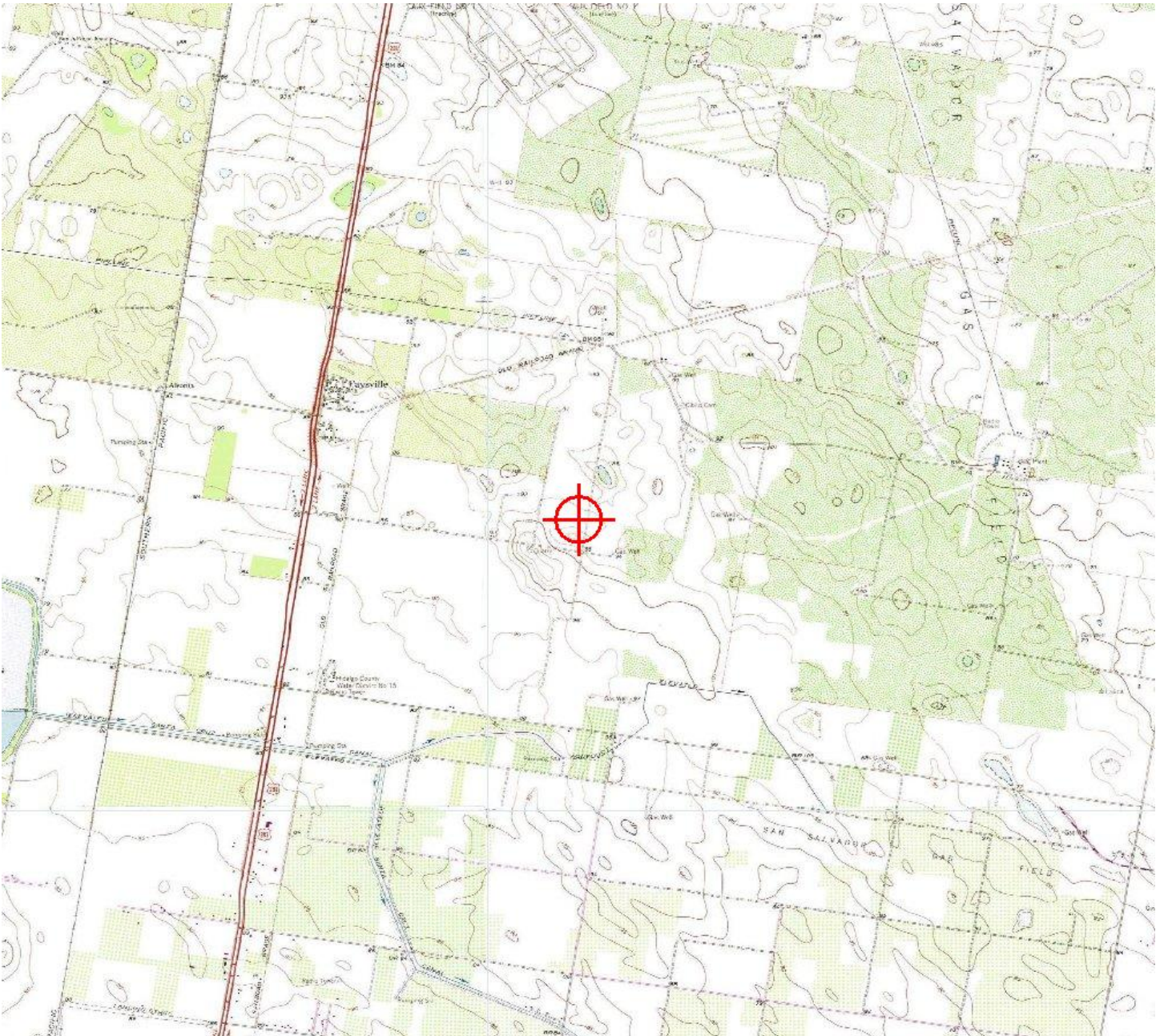
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2285-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-40.10N NAD 83
Longitude:	98-07-06.21W
Heights:	83 feet site elevation (SE) 313 feet above ground level (AGL) 396 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2285-OE.

Signature Control No: 283744931-289000854

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

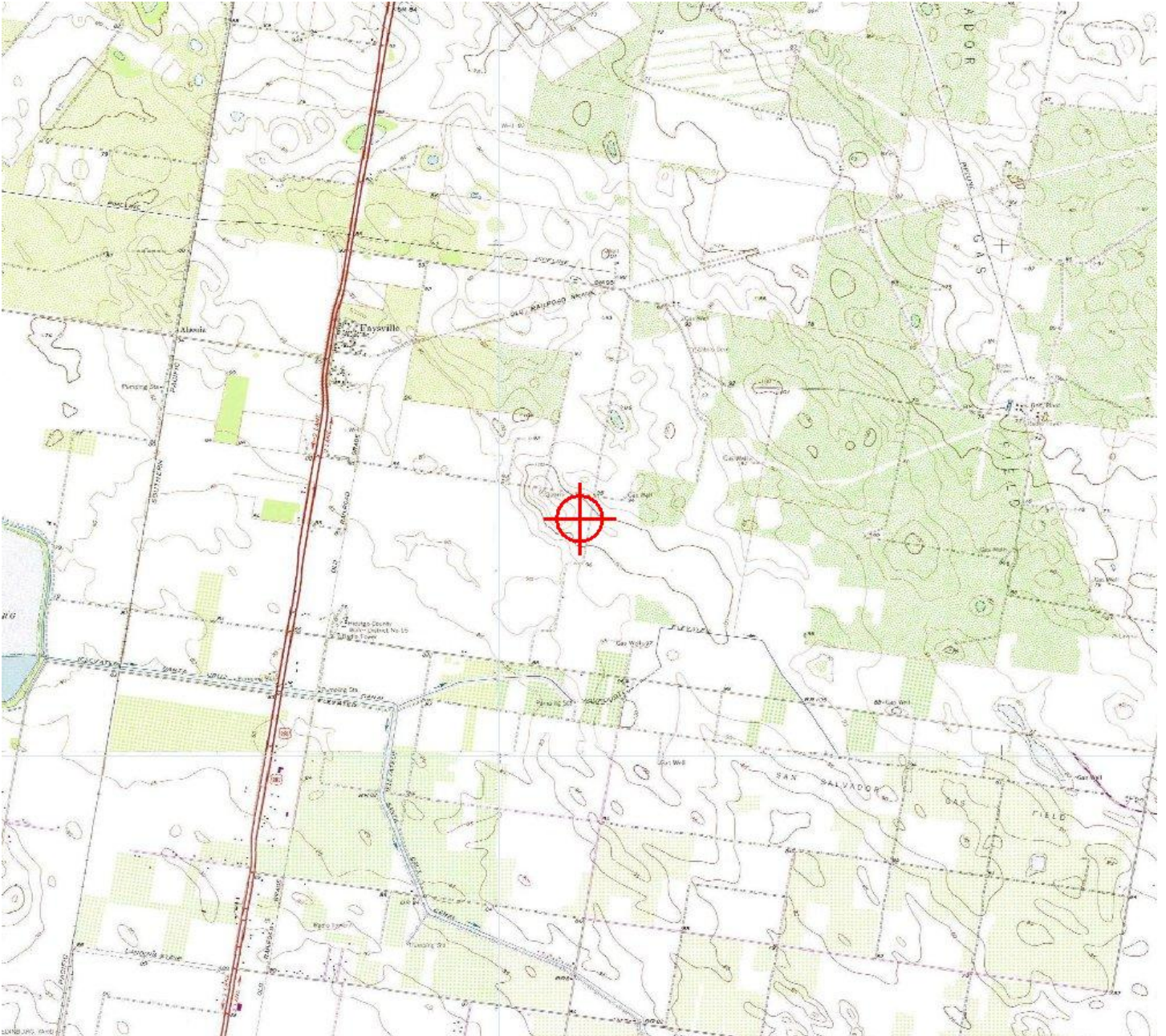
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2286-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-39.81N NAD 83
Longitude:	98-07-04.03W
Heights:	84 feet site elevation (SE) 312 feet above ground level (AGL) 396 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2286-OE.

Signature Control No: 283744932-289000852

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

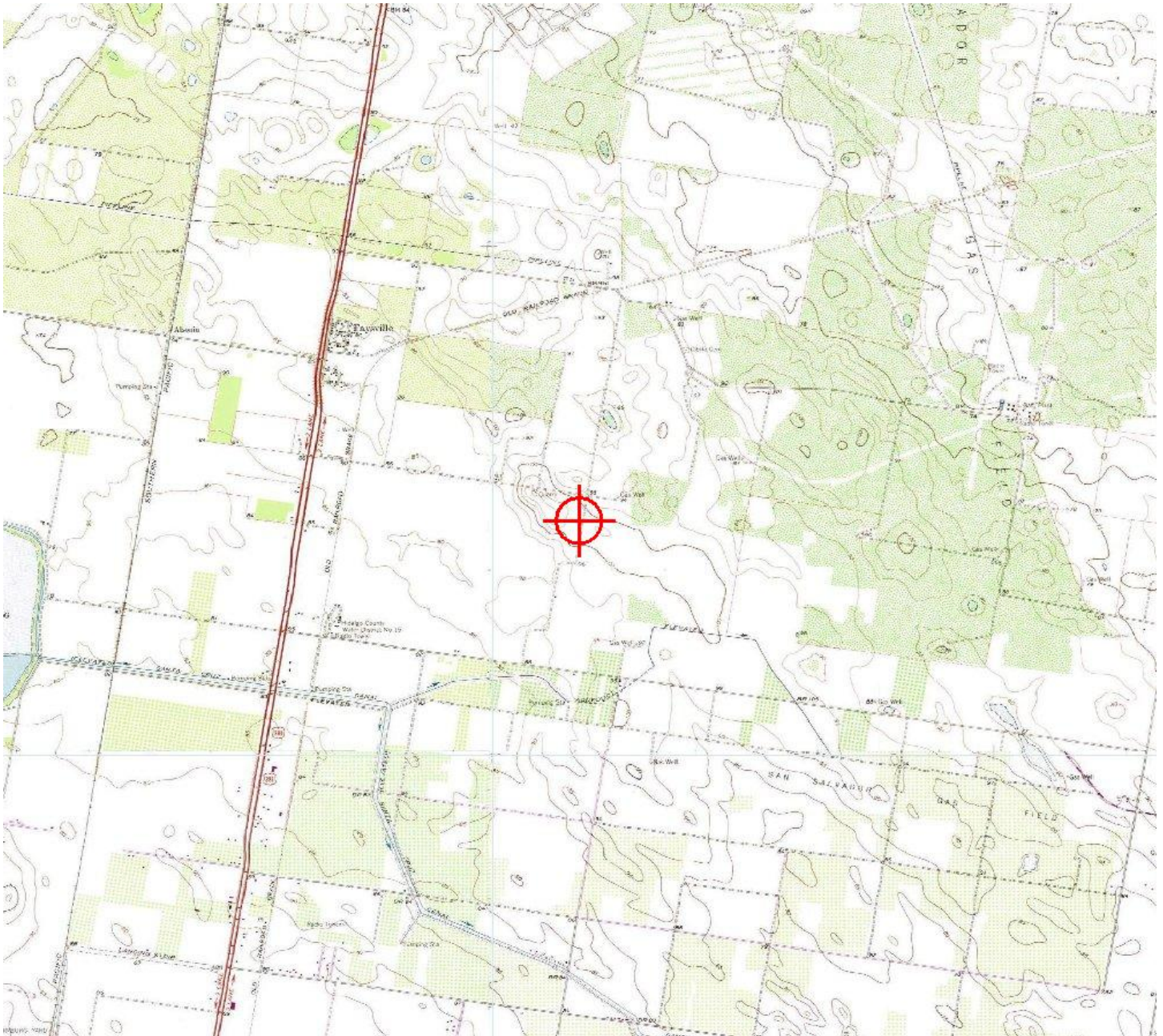
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-ASW-2287-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-58.25N NAD 83
Longitude:	98-07-10.06W
Heights:	98 feet site elevation (SE) 218 feet above ground level (AGL) 316 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2287-OE.

Signature Control No: 283744933-289000848

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

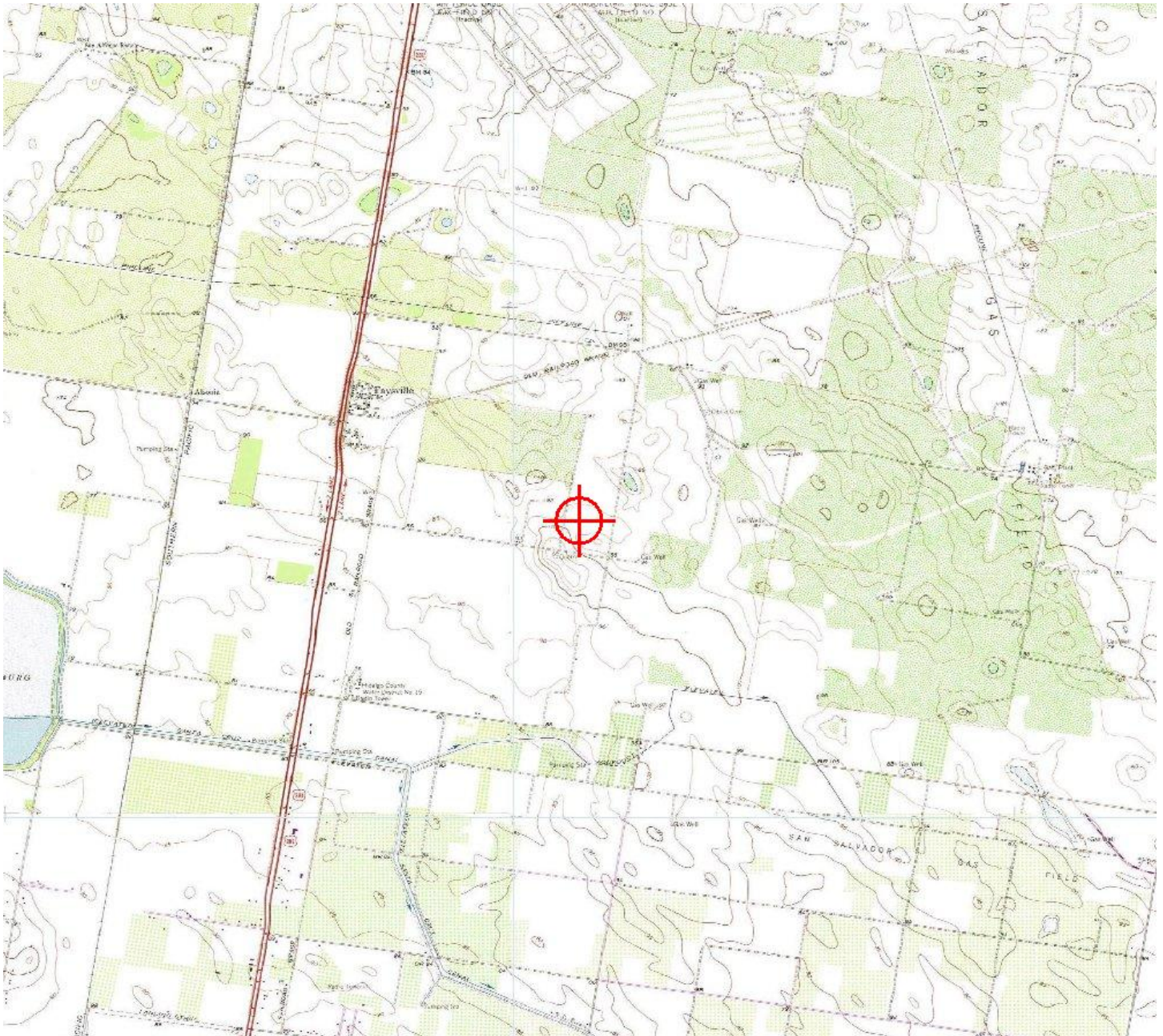
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2288-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-57.77N NAD 83
Longitude:	98-07-06.66W
Heights:	97 feet site elevation (SE) 219 feet above ground level (AGL) 316 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2288-OE.

Signature Control No: 283744935-289000850

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

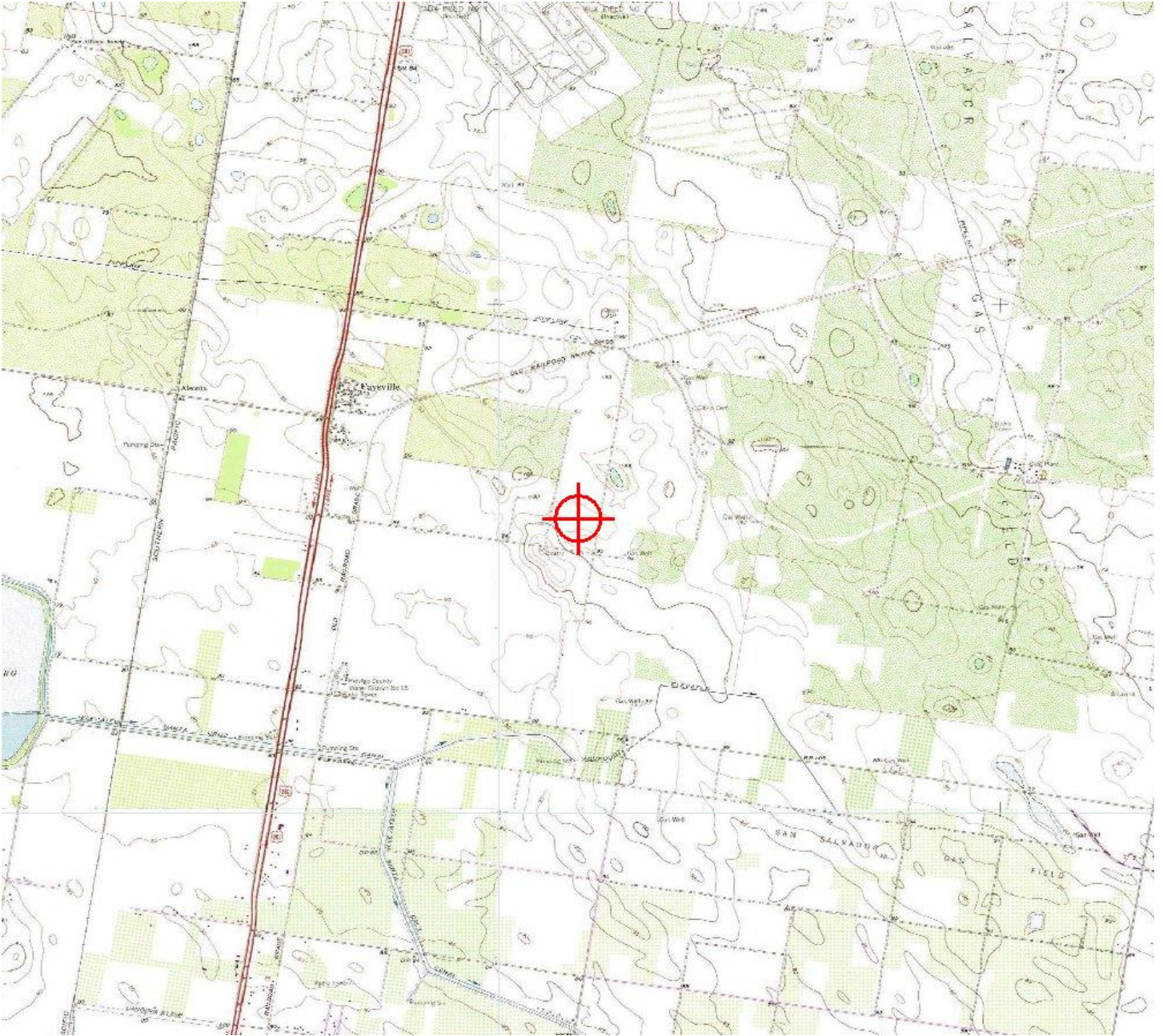
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2289-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-59.38N NAD 83
Longitude:	98-07-10.97W
Heights:	96 feet site elevation (SE) 215 feet above ground level (AGL) 311 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2289-OE.

Signature Control No: 283744936-289000855

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

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2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

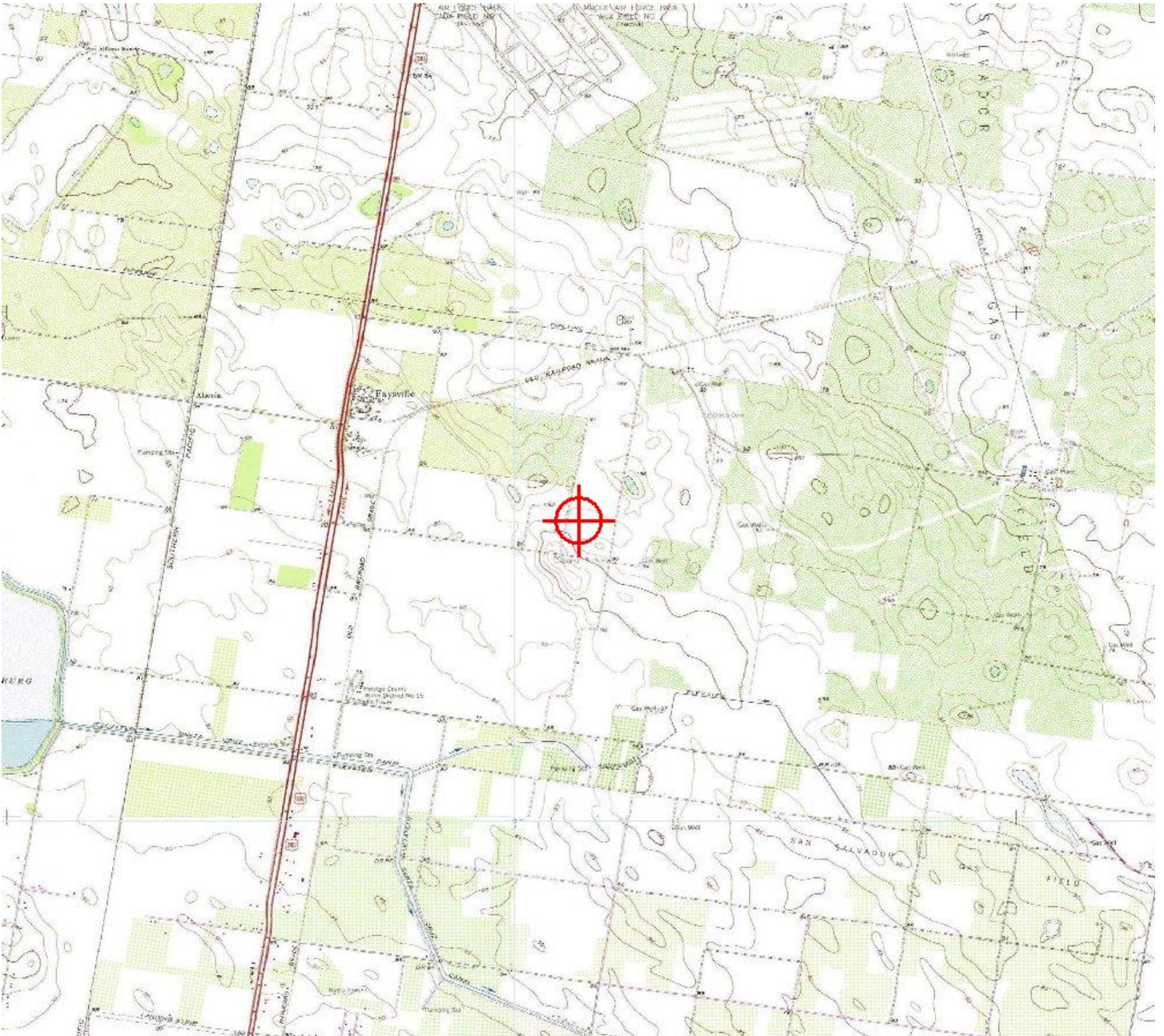
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.





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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
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Aeronautical Study No.
2016-ASW-2290-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-58.78N NAD 83
Longitude:	98-07-06.71W
Heights:	98 feet site elevation (SE) 213 feet above ground level (AGL) 311 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2290-OE.

Signature Control No: 283744937-289000859

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

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2016-ASW-2291-OE exceeds by 16 feet.

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2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

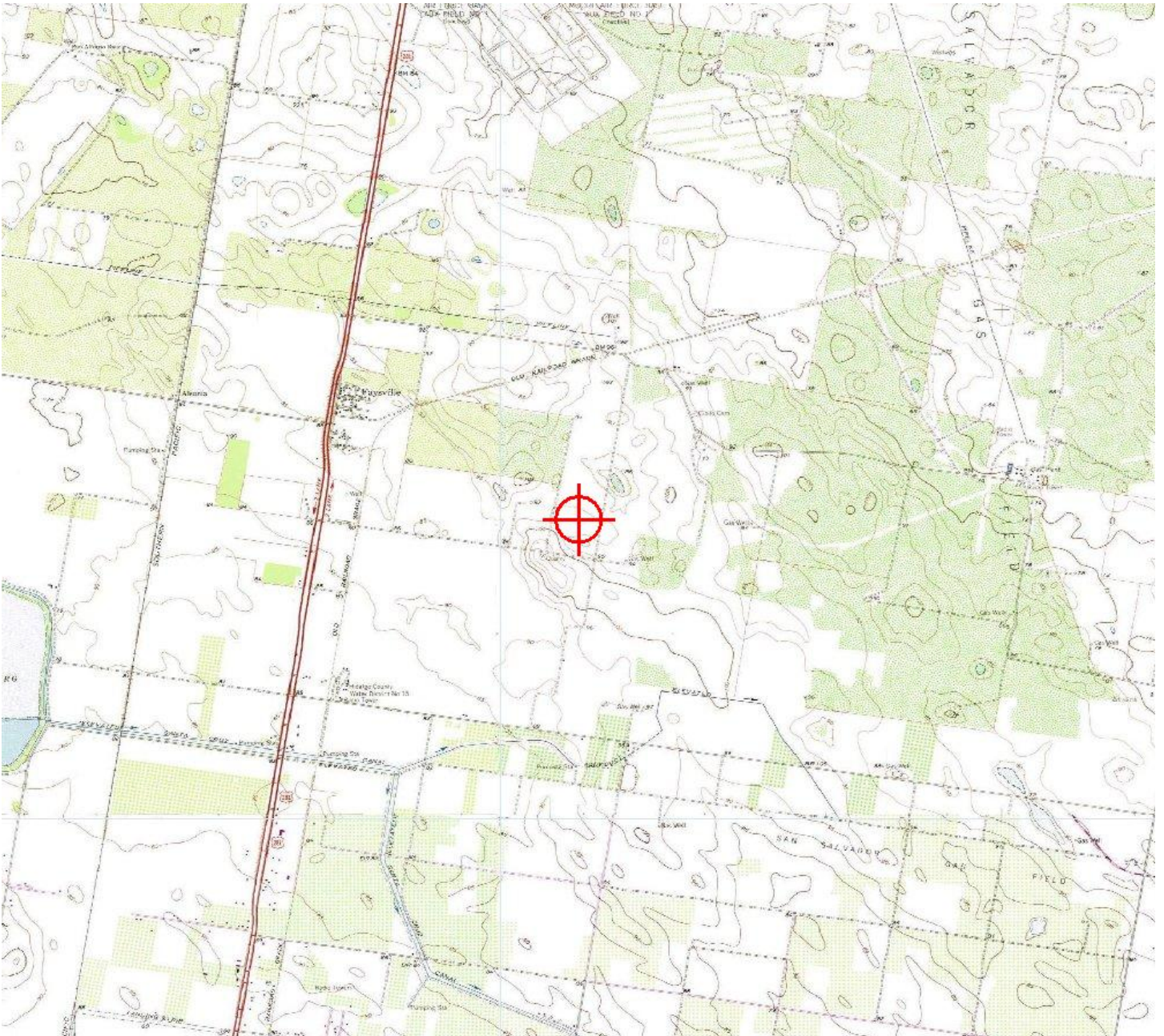
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.





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

Aeronautical Study No.
2016-ASW-2291-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-57.42N NAD 83
Longitude:	98-07-11.32W
Heights:	95 feet site elevation (SE) 216 feet above ground level (AGL) 311 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2291-OE.

Signature Control No: 283744942-289000846

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

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2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

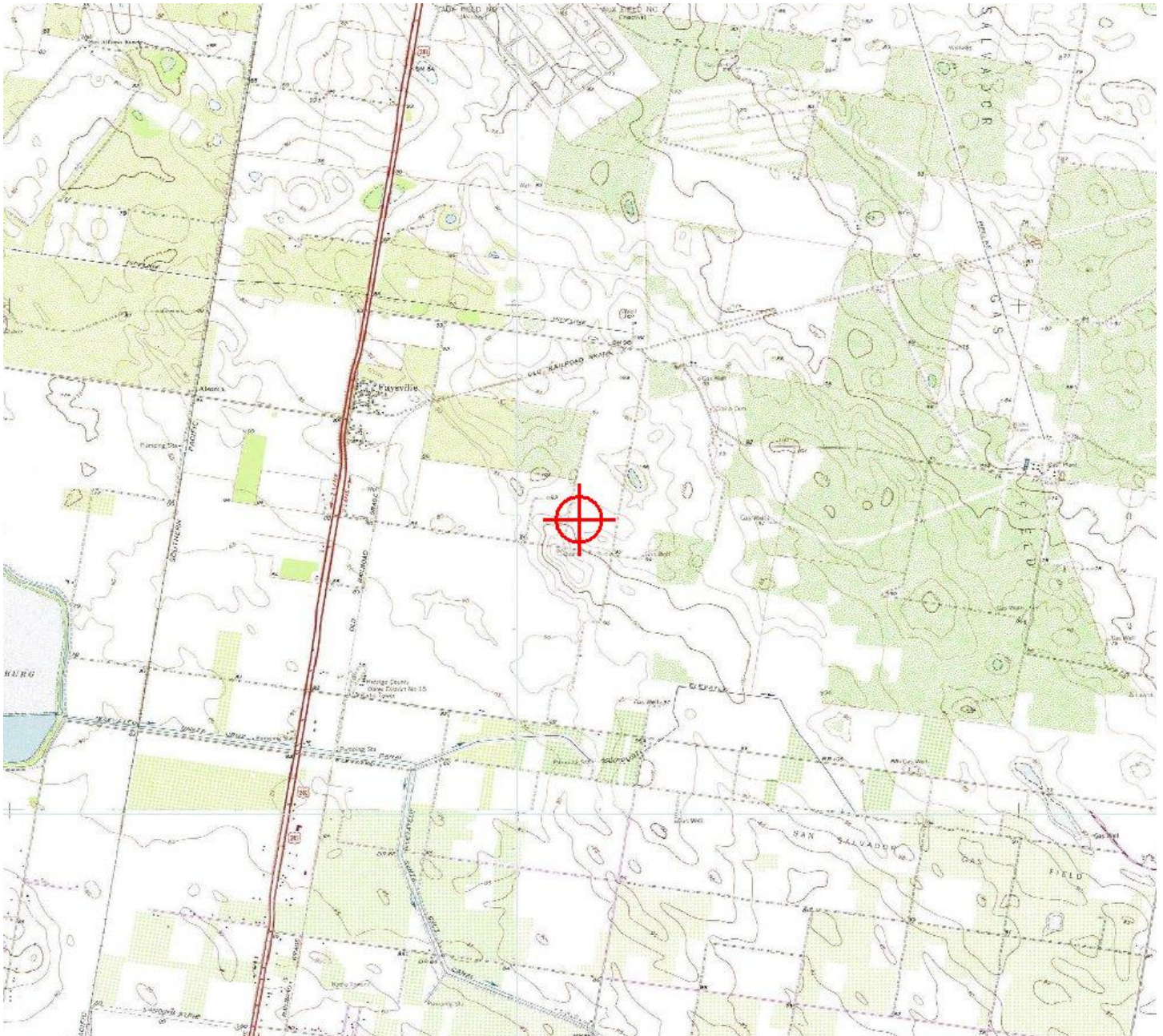
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

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- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2016-ASW-2291-OE





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

Aeronautical Study No.
2016-ASW-2292-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-56.82N NAD 83
Longitude:	98-07-07.05W
Heights:	96 feet site elevation (SE) 215 feet above ground level (AGL) 311 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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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.

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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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2292-OE.

Signature Control No: 283744943-289000861

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

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2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

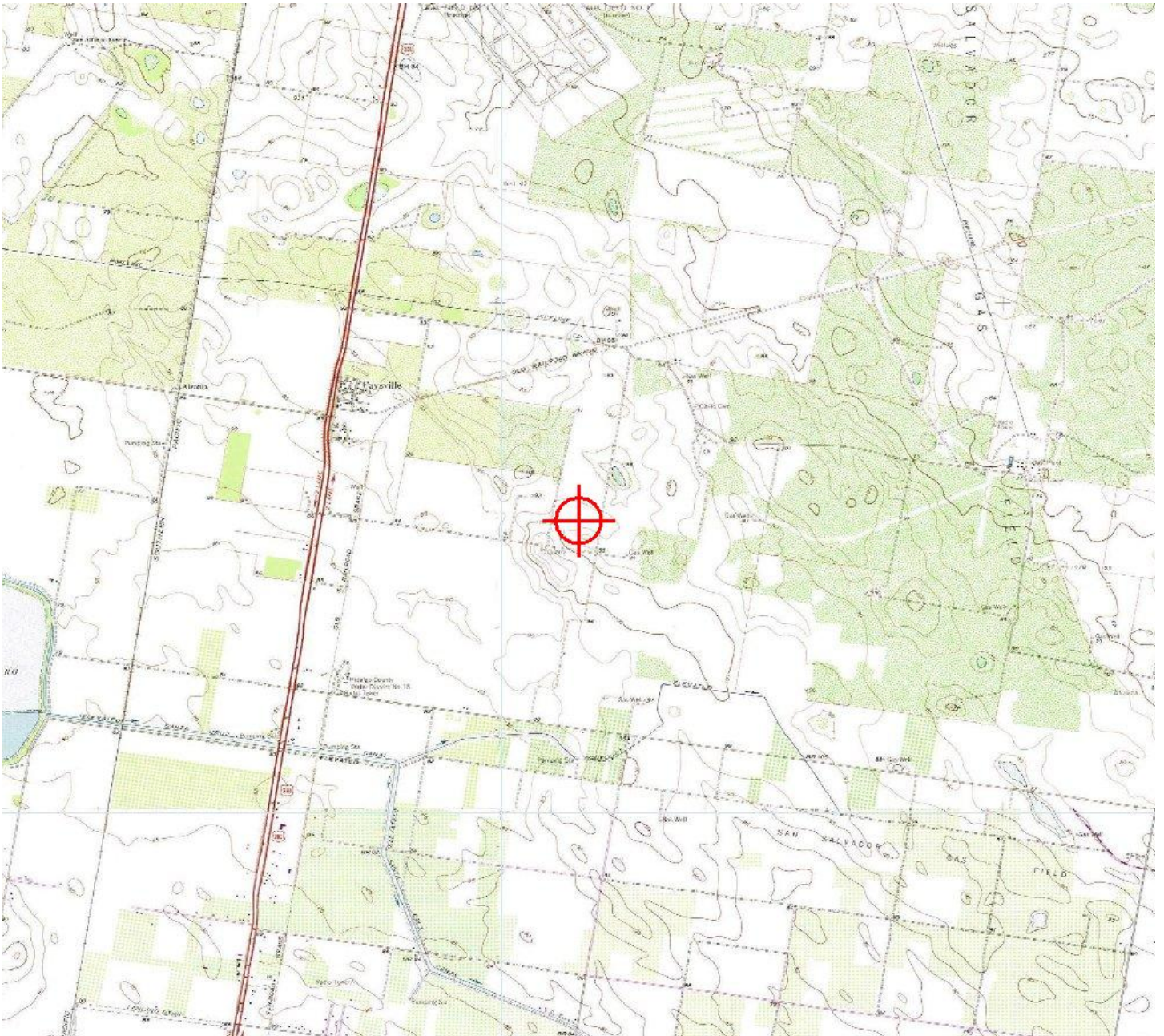
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2293-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-39.17N NAD 83
Longitude:	98-07-10.28W
Heights:	81 feet site elevation (SE) 227 feet above ground level (AGL) 308 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2293-OE.

Signature Control No: 283744944-289000857

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

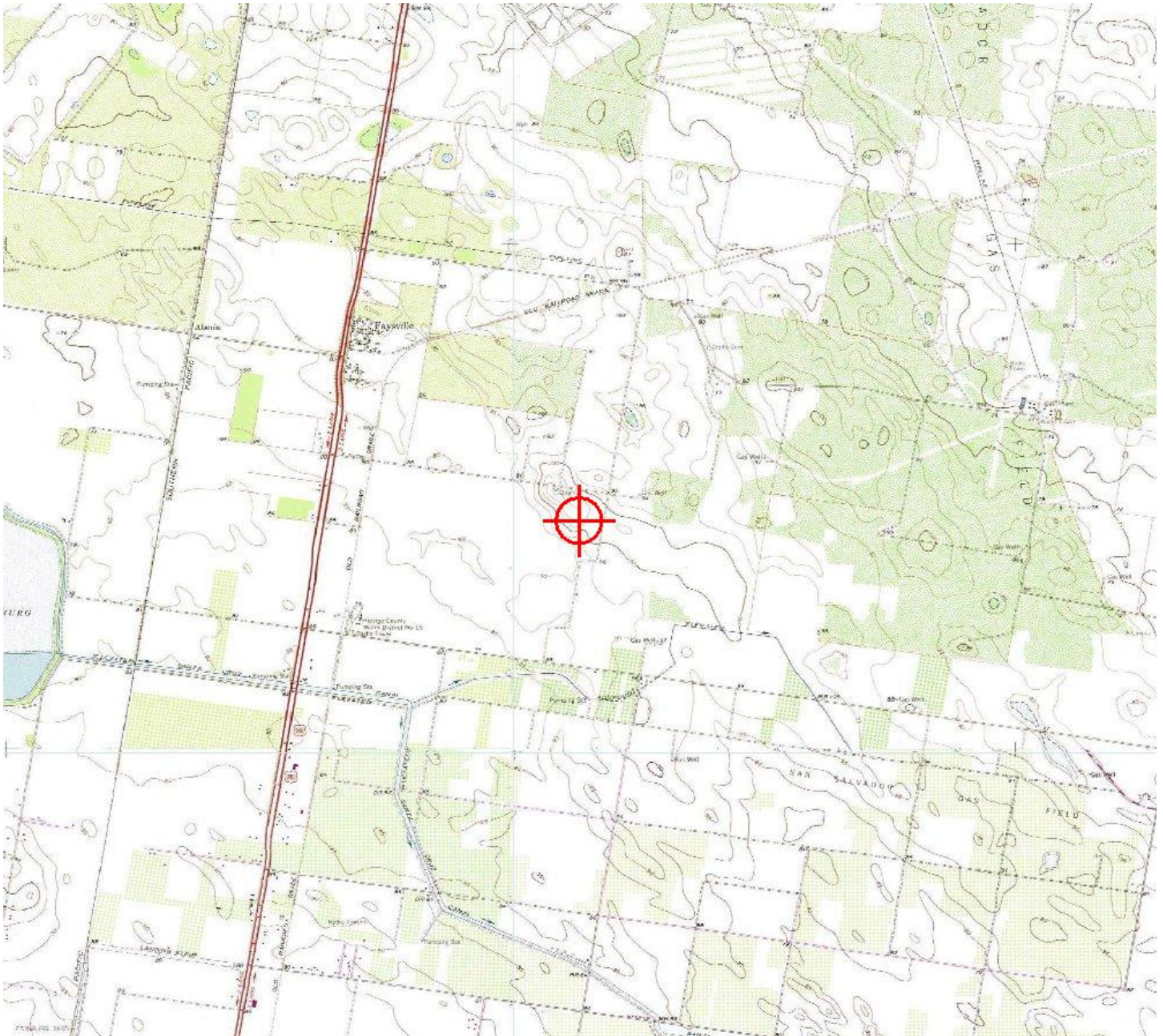
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2016-ASW-2293-OE







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

Aeronautical Study No.
2016-ASW-2294-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-38.16N NAD 83
Longitude:	98-07-10.23W
Heights:	83 feet site elevation (SE) 230 feet above ground level (AGL) 313 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 29, 2016 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. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2294-OE.

Signature Control No: 283744945-289000849

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

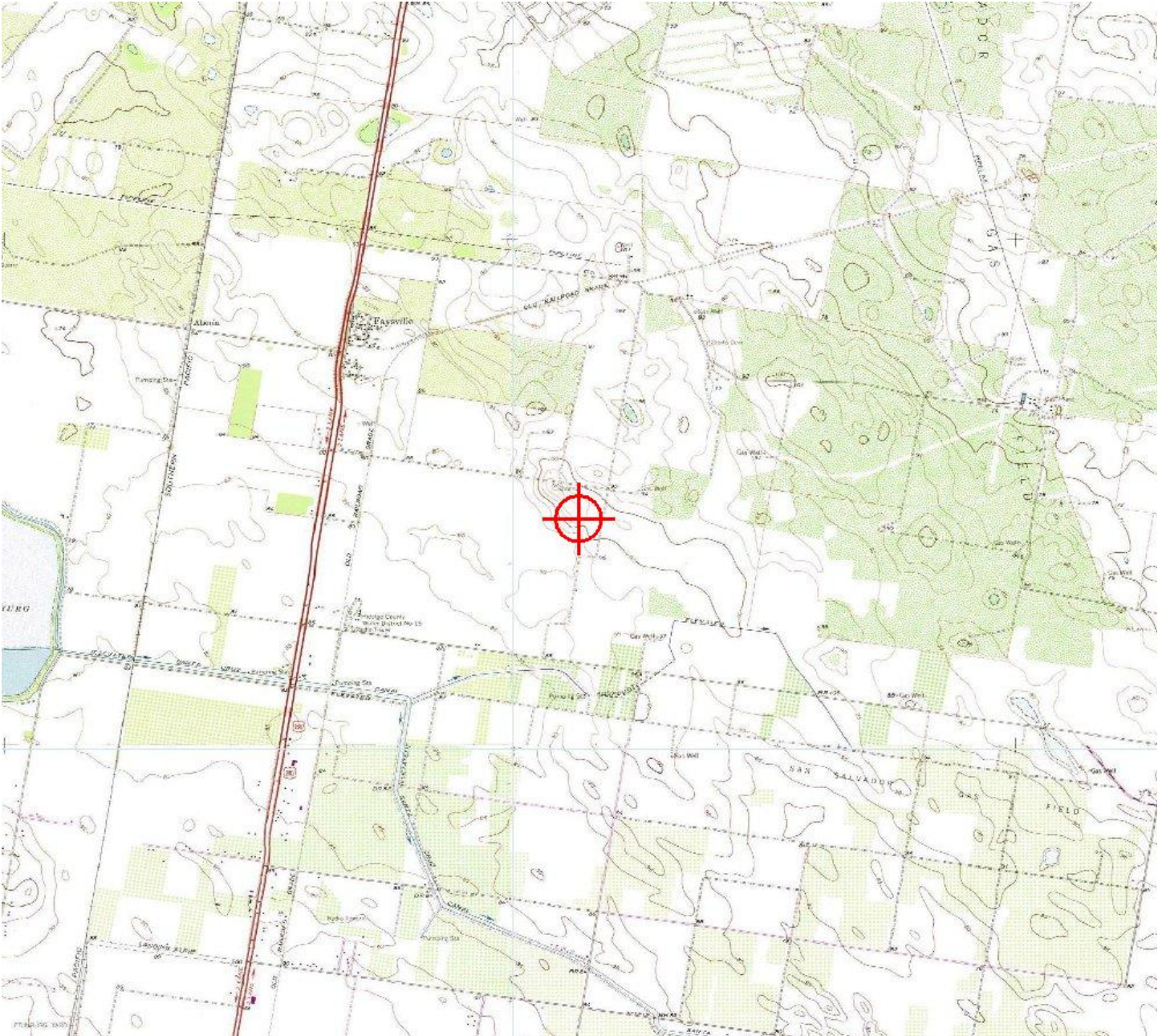
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.





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

Aeronautical Study No.
2016-ASW-2295-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-37.21N NAD 83
Longitude:	98-07-10.62W
Heights:	100 feet site elevation (SE) 208 feet above ground level (AGL) 308 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 L, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2016. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

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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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 Andrew Hollie, at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2295-OE.

Signature Control No: 283744946-289000856

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - Above Ground Level MSL - Mean Sea Level nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed landfill, centered approximately 2.35 nm south, is within the protected surfaces at South Texas International at Edinburg (EBG), TX.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2016-ASW-2281-OE exceeds by 110 feet.

2016-ASW-2282-OE exceeds by 66 feet.

2016-ASW-2283-OE exceeds by 60 feet.

2016-ASW-2284-OE exceeds by 63 feet.

2016-ASW-2285-OE exceeds by 113 feet.

2016-ASW-2286-OE exceeds by 112 feet.

2016-ASW-2287-OE exceeds by 18 feet.

2016-ASW-2288-OE exceeds by 19 feet.

2016-ASW-2289-OE exceeds by 15 feet.

2016-ASW-2290-OE exceeds by 13 feet.

2016-ASW-2291-OE exceeds by 16 feet.

2016-ASW-2292-OE exceeds by 15 feet.

2016-ASW-2293-OE exceeds by 27 feet.

2016-ASW-2294-OE exceeds by 30 feet.

2016-ASW-2295-OE exceeds by 8 feet

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization of proposals which exceed the above cited obstruction standard, and does NOT penetrate the Airport Traffic Pattern airspace.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.

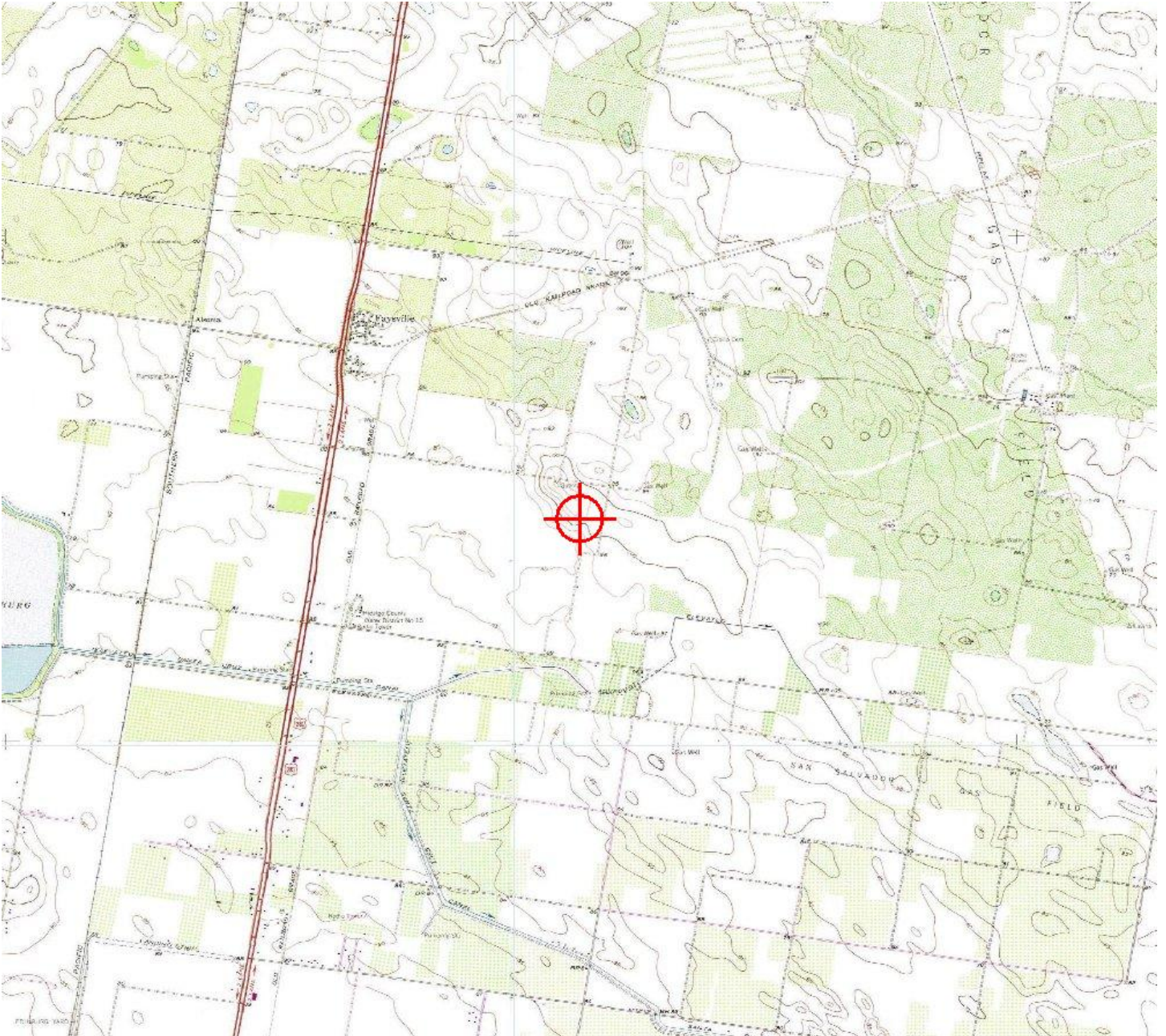
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > **ABSOLUTELY MANDATORY:** The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.







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

Aeronautical Study No.
2016-ASW-2296-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-43.33N NAD 83
Longitude:	98-07-53.70W
Heights:	138 feet site elevation (SE) 170 feet above ground level (AGL) 308 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

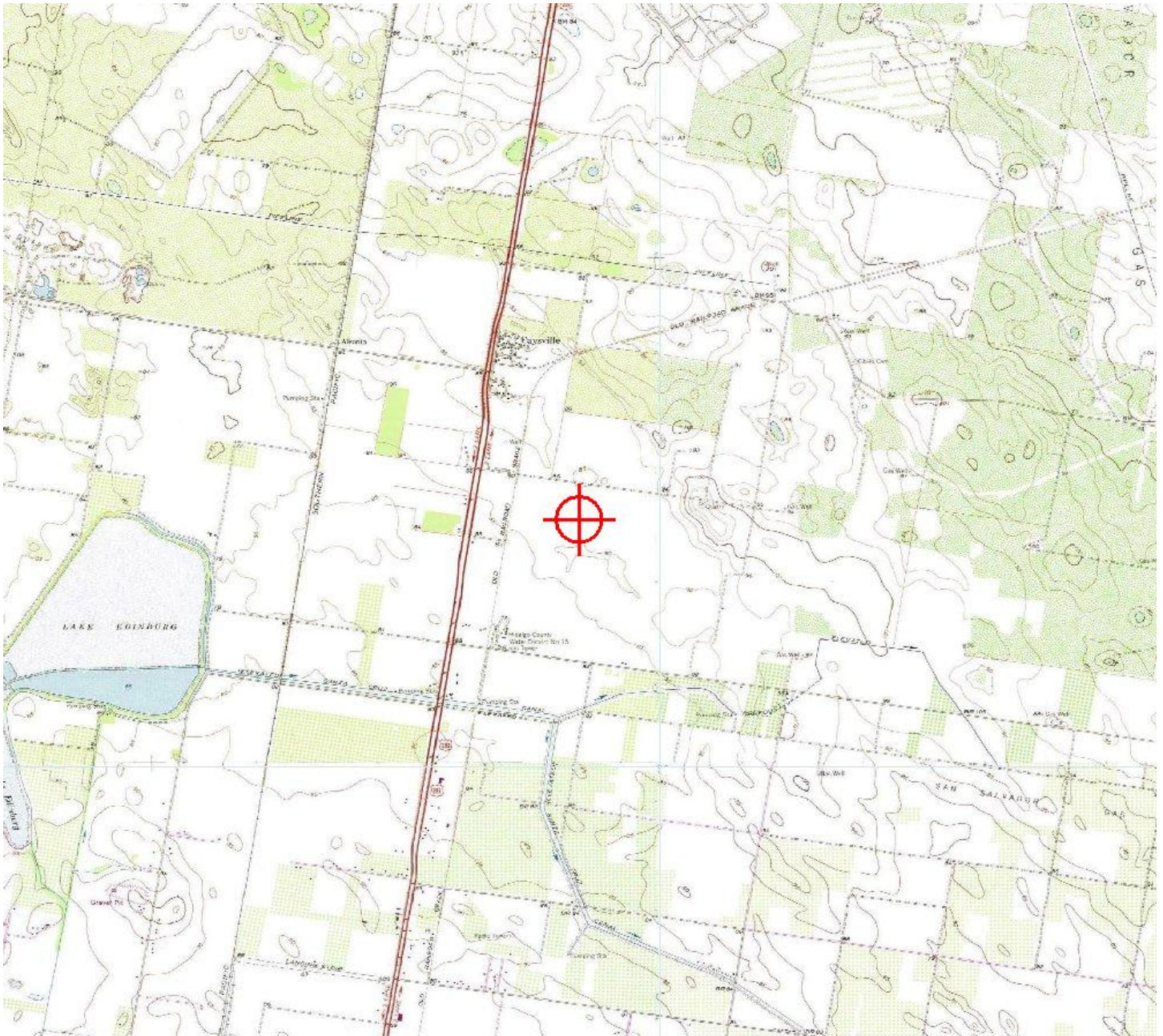
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2296-OE.

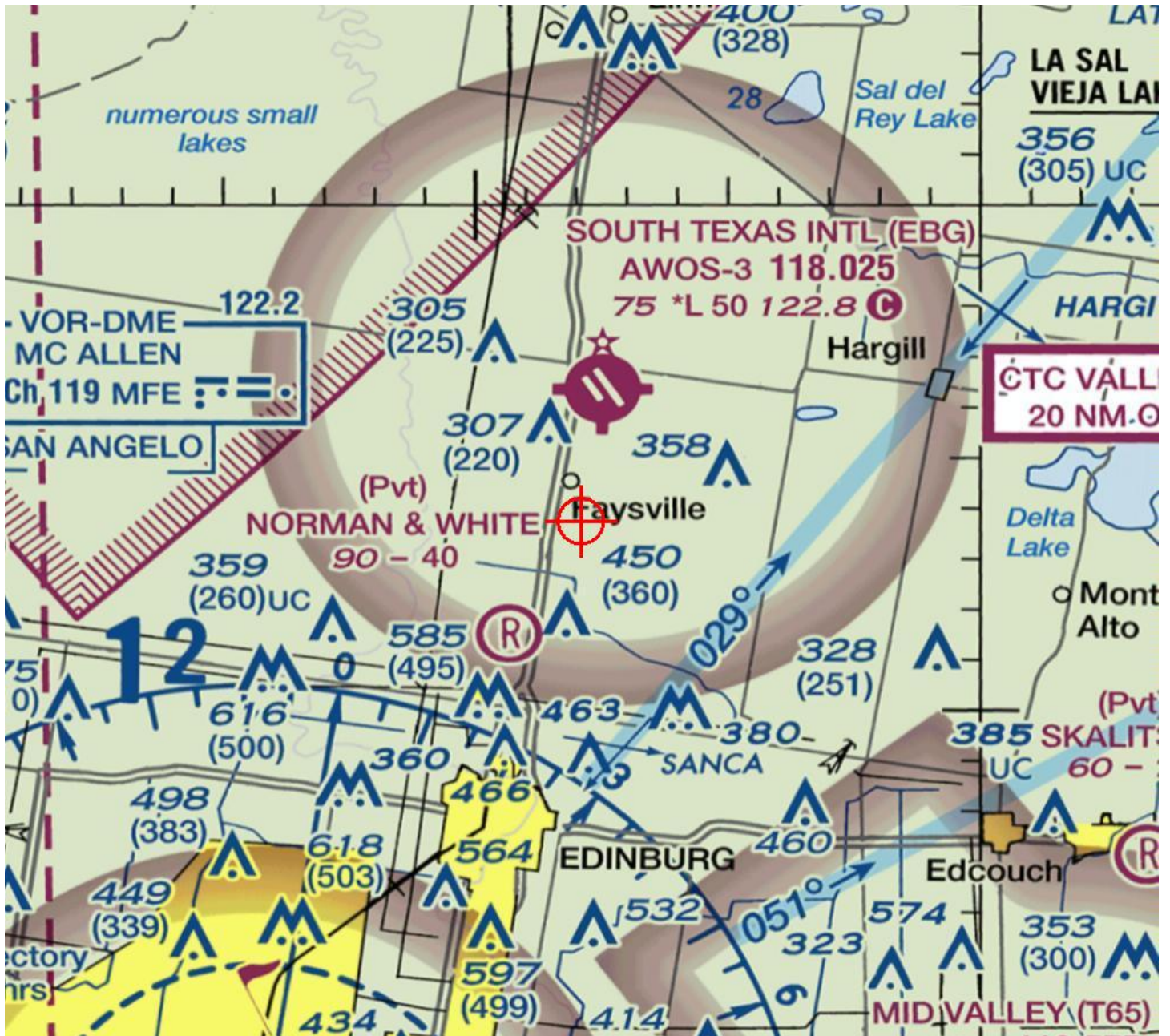
Signature Control No: 283744947-288995951

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2297-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-45.29N NAD 83
Longitude:	98-07-53.36W
Heights:	137 feet site elevation (SE)
	171 feet above ground level (AGL)
	308 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

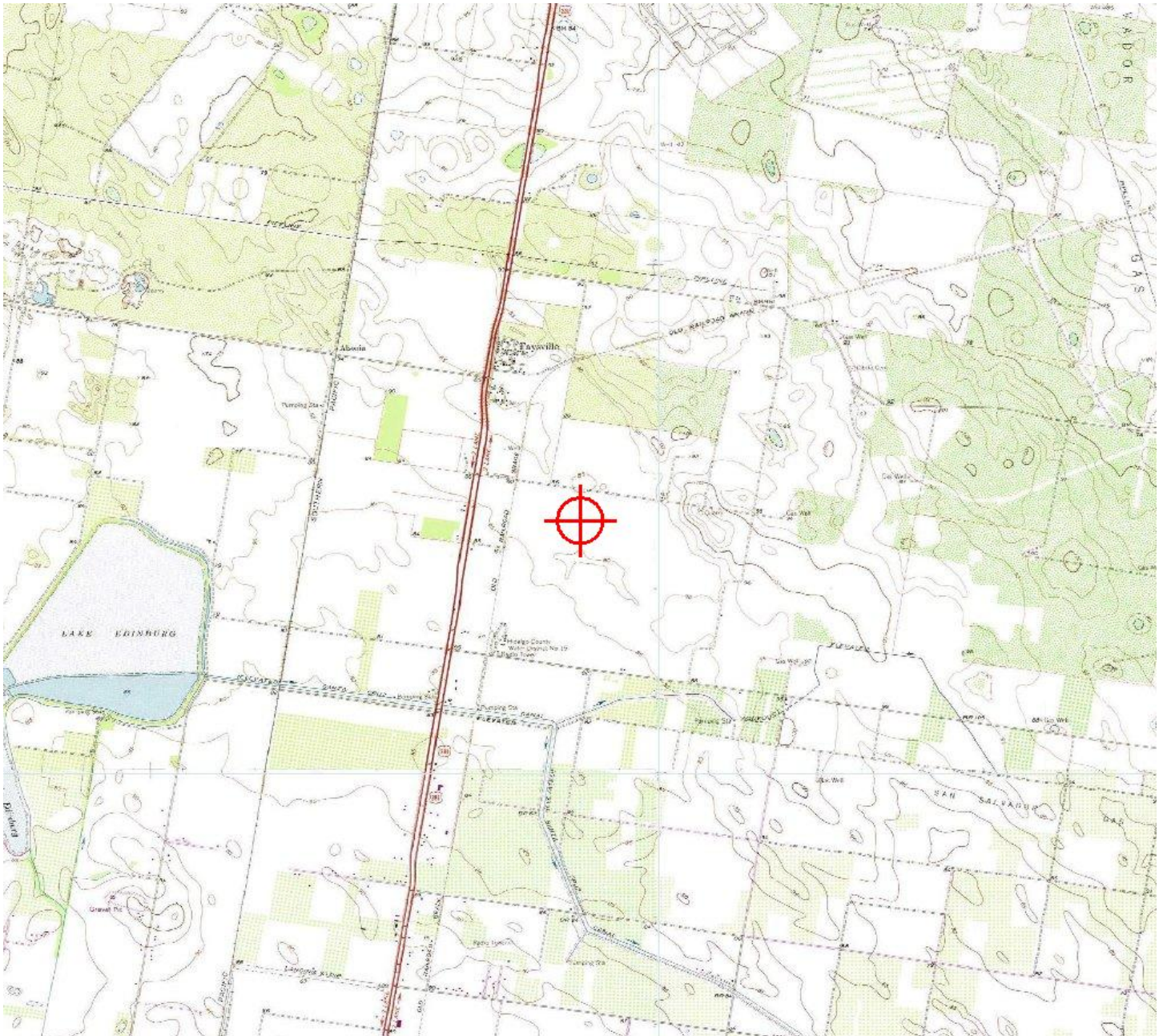
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2297-OE.

Signature Control No: 283744948-288995954

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2298-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-44.16N NAD 83
Longitude:	98-07-52.44W
Heights:	137 feet site elevation (SE)
	176 feet above ground level (AGL)
	313 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

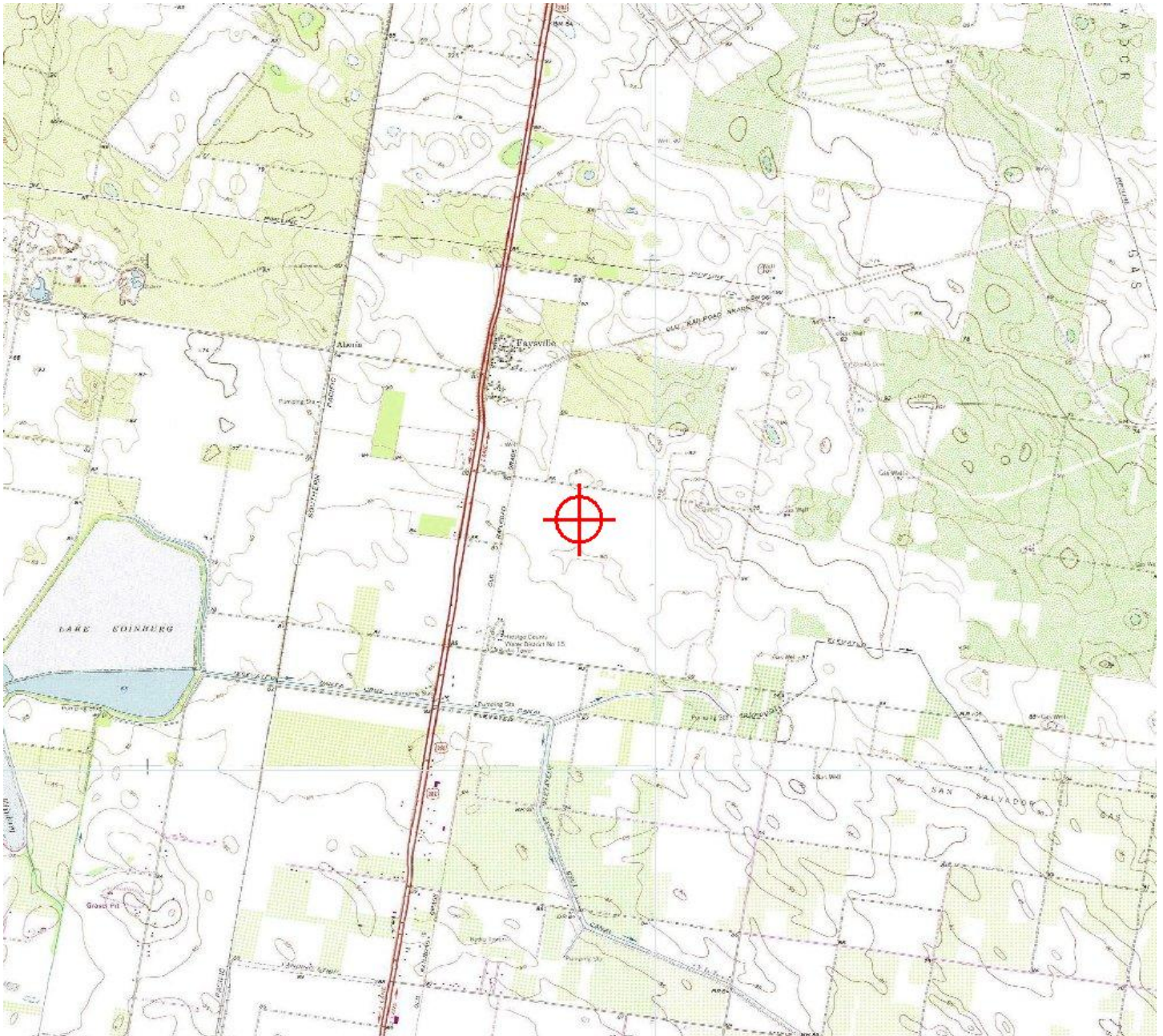
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2298-OE.

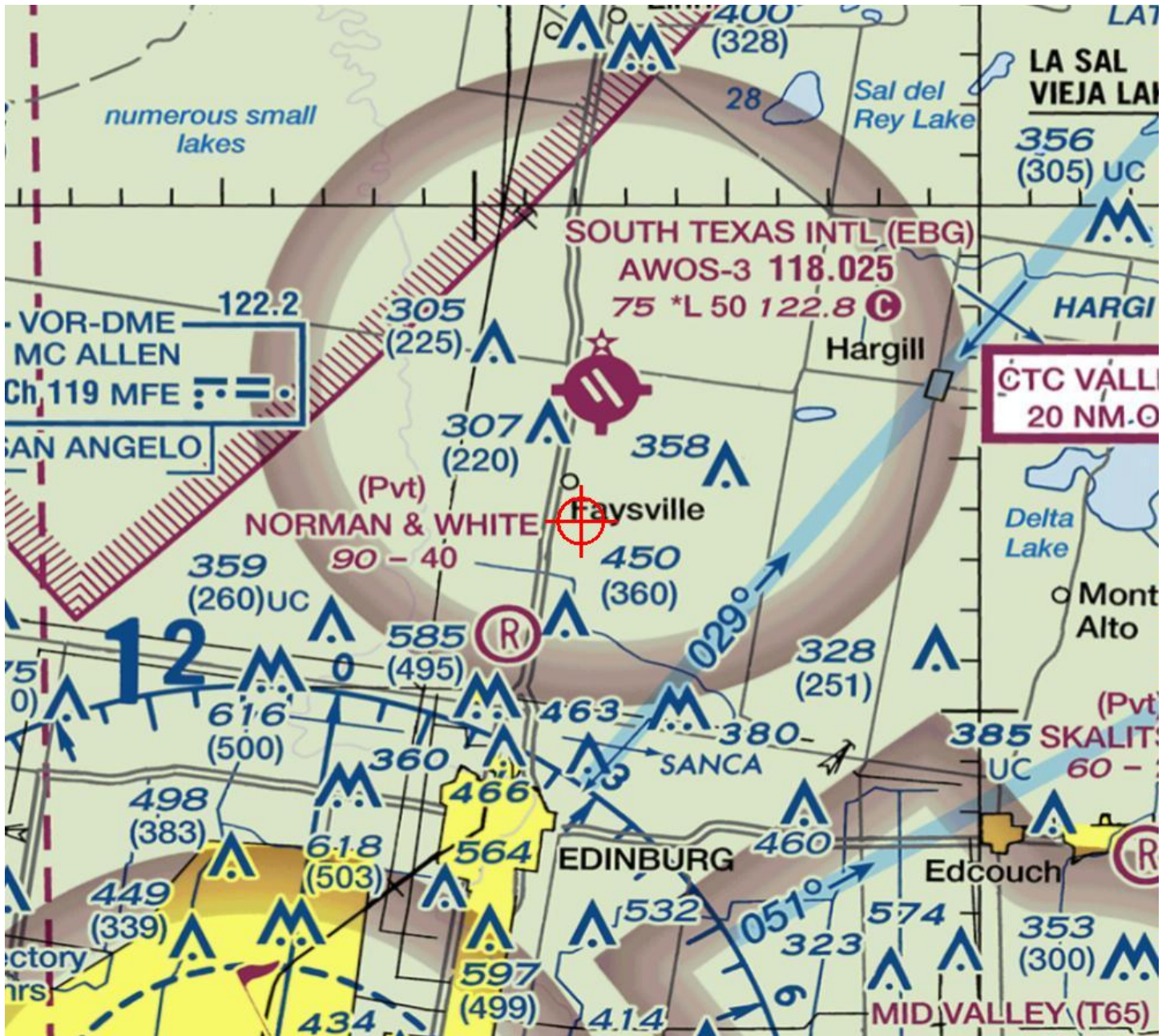
Signature Control No: 283744949-288995958

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2299-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-36.37N NAD 83
Longitude:	98-08-04.32W
Heights:	96 feet site elevation (SE) 1 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

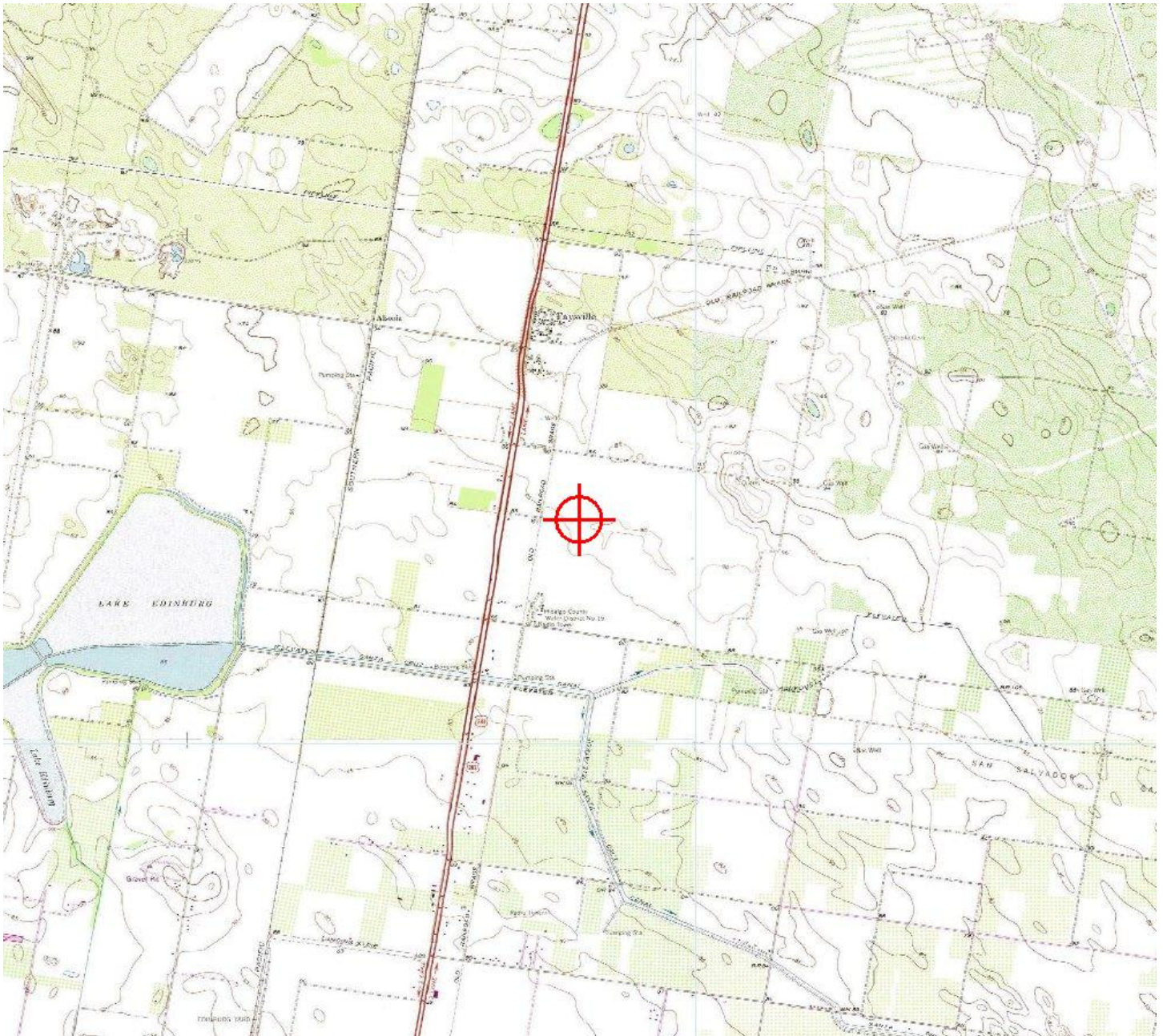
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2299-OE.

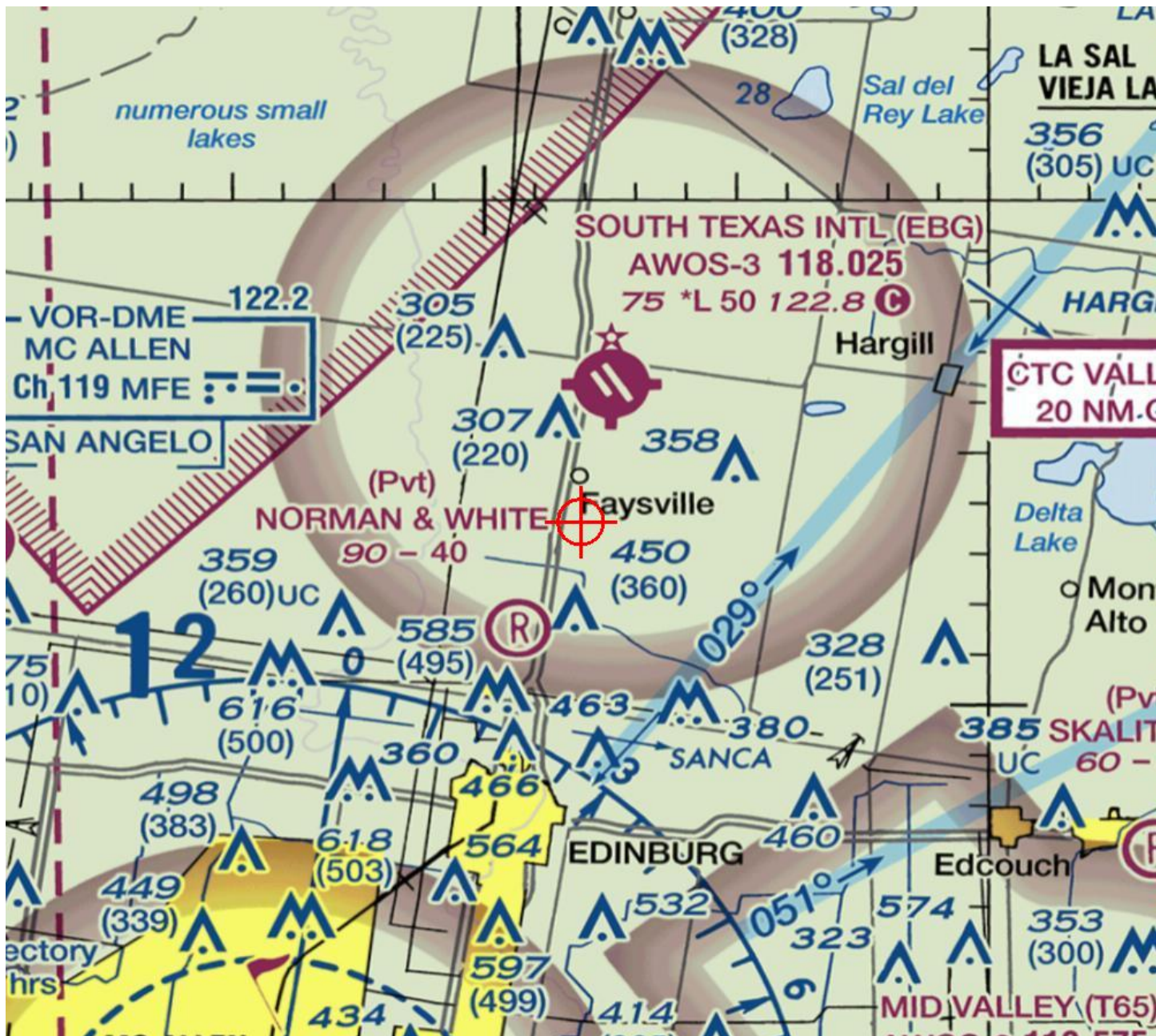
Signature Control No: 283744950-288995945

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2300-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-54.86N NAD 83
Longitude:	98-08-01.09W
Heights:	95 feet site elevation (SE) 2 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

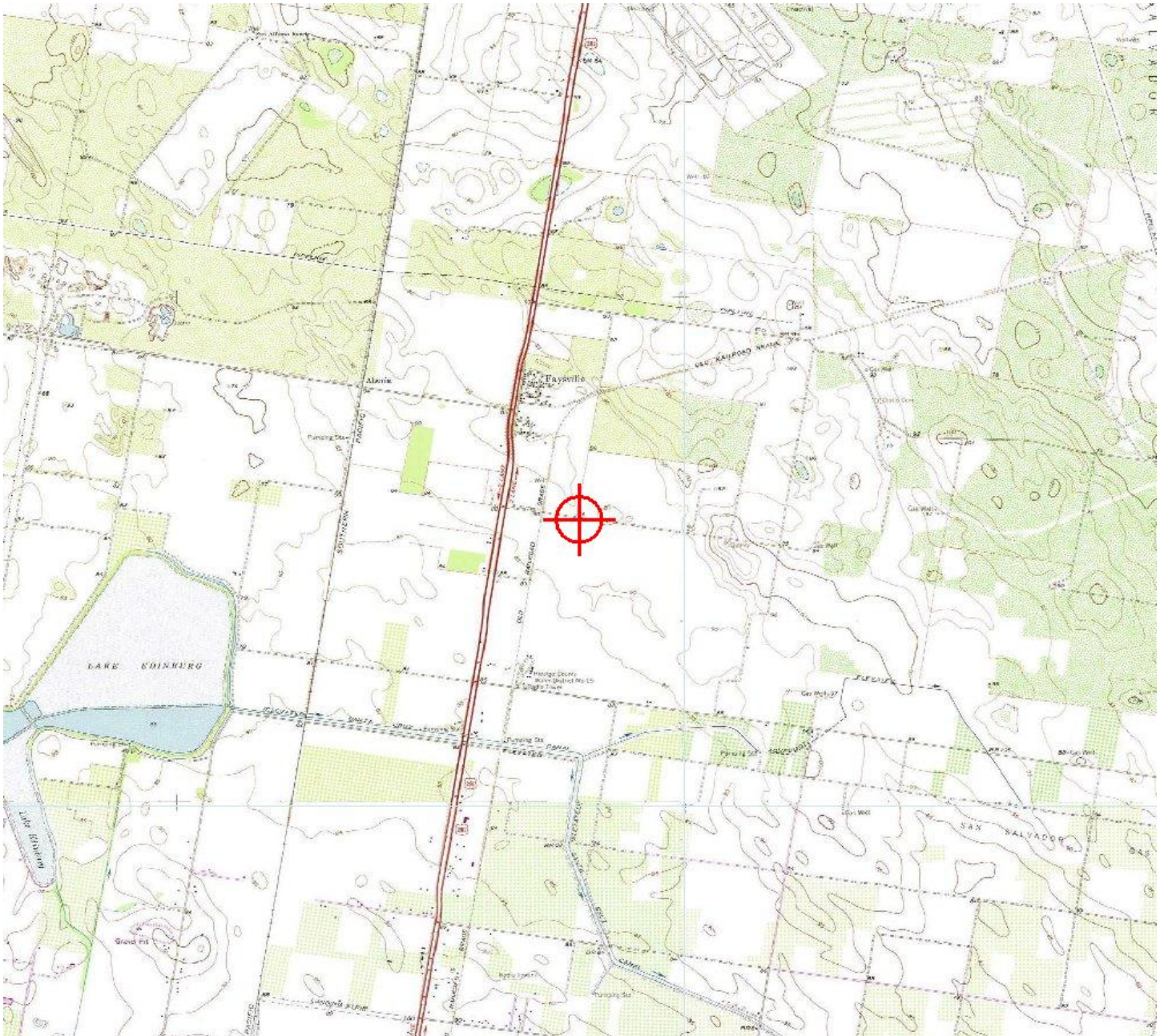
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2300-OE.

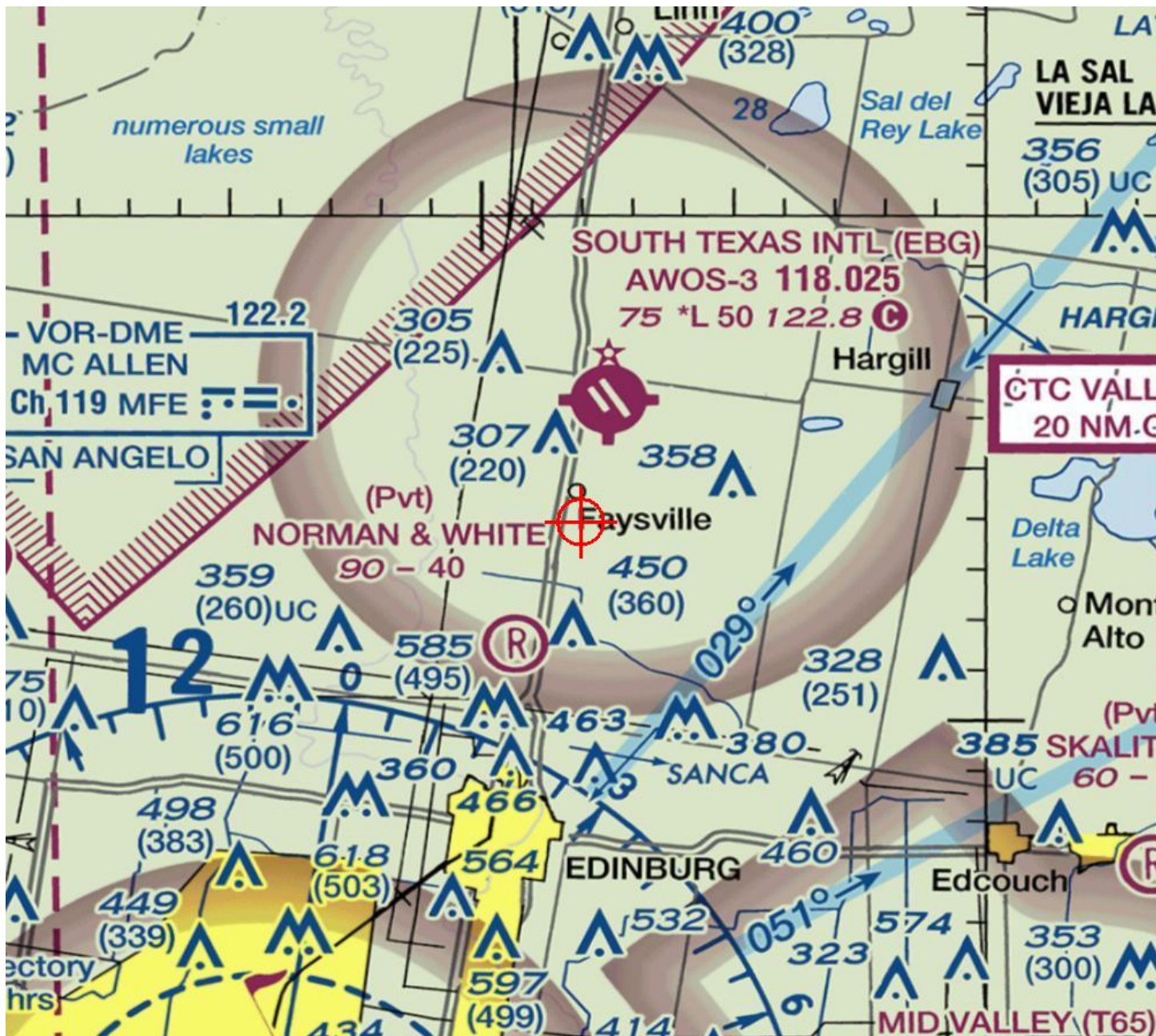
Signature Control No: 283744951-288995953

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2301-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-48.73N NAD 83
Longitude:	98-07-18.00W
Heights:	84 feet site elevation (SE) 11 feet above ground level (AGL) 95 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

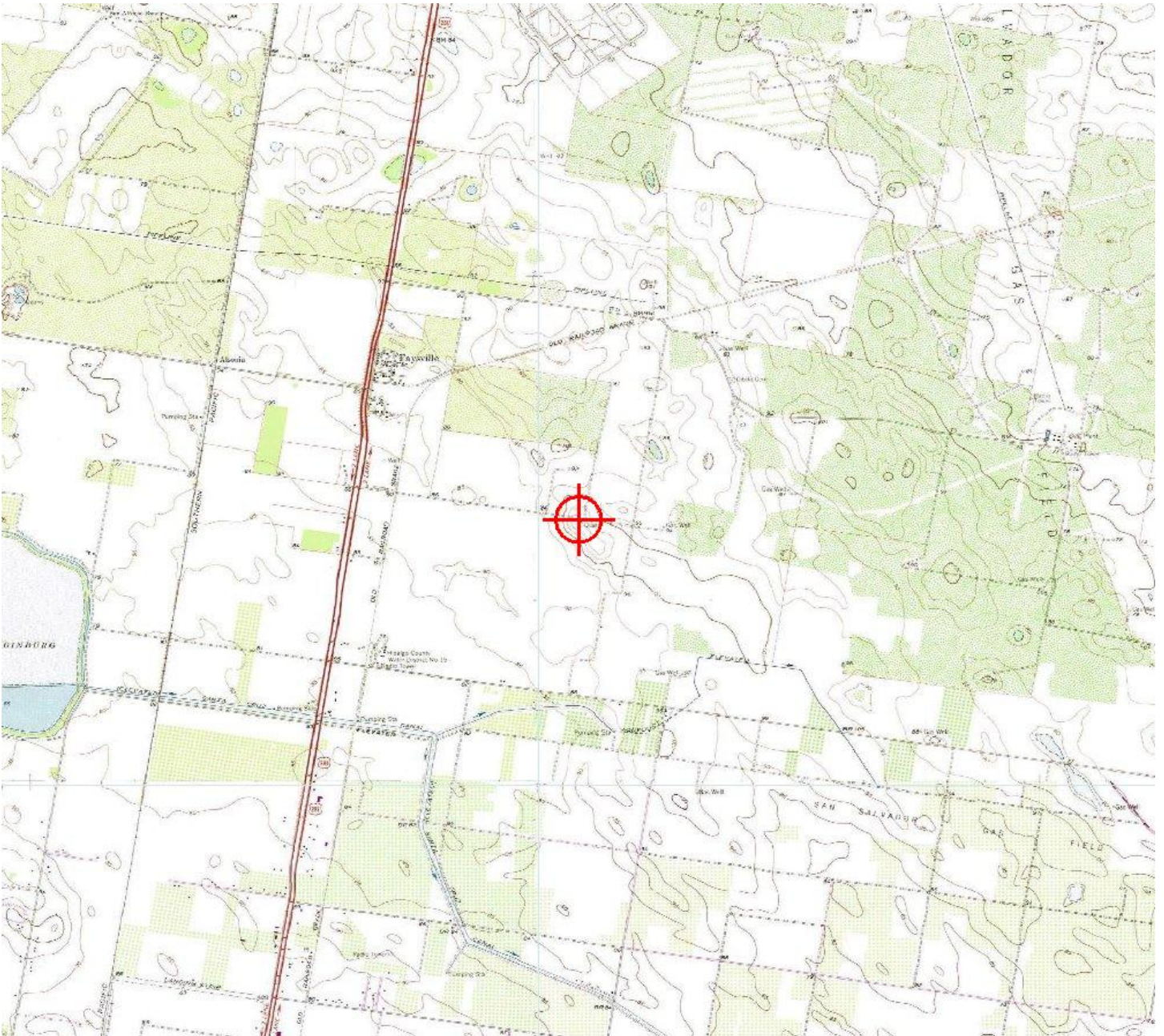
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2301-OE.

Signature Control No: 283744952-288995957

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2302-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-49.76N NAD 83
Longitude:	98-07-17.82W
Heights:	91 feet site elevation (SE) 6 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

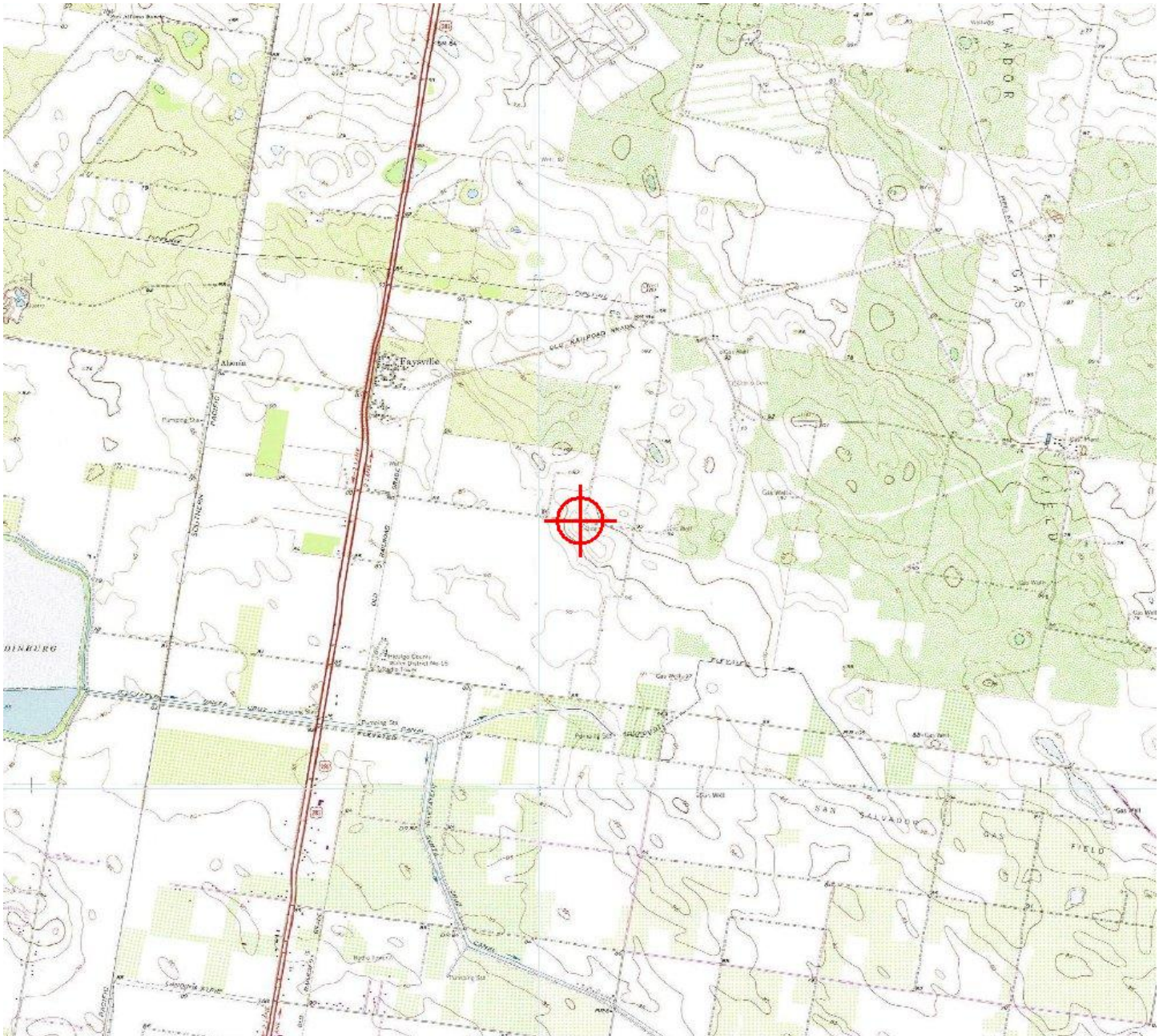
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2302-OE.

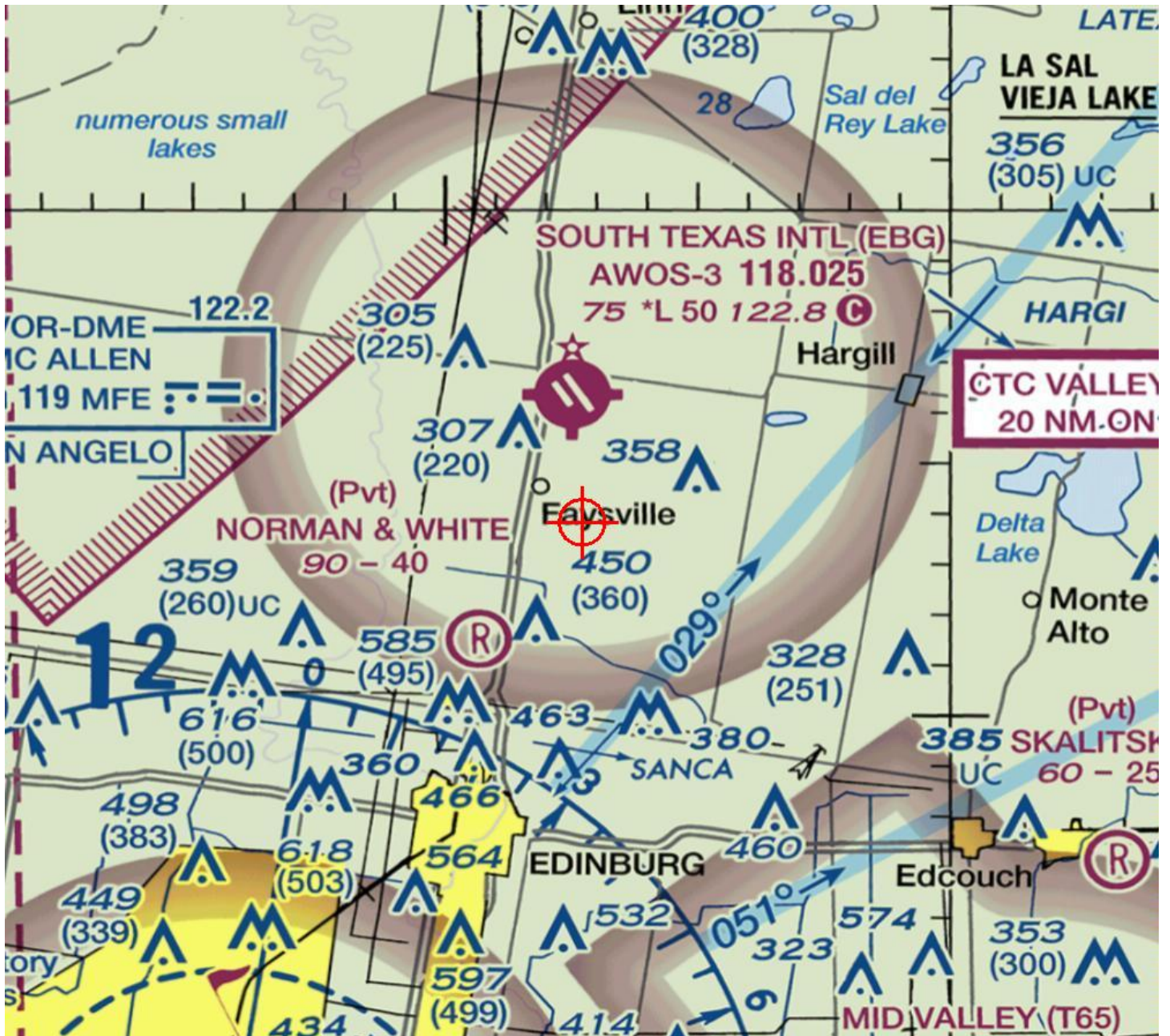
Signature Control No: 283744953-288995955

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2303-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-50.37N NAD 83
Longitude:	98-07-22.09W
Heights:	89 feet site elevation (SE)
	8 feet above ground level (AGL)
	97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

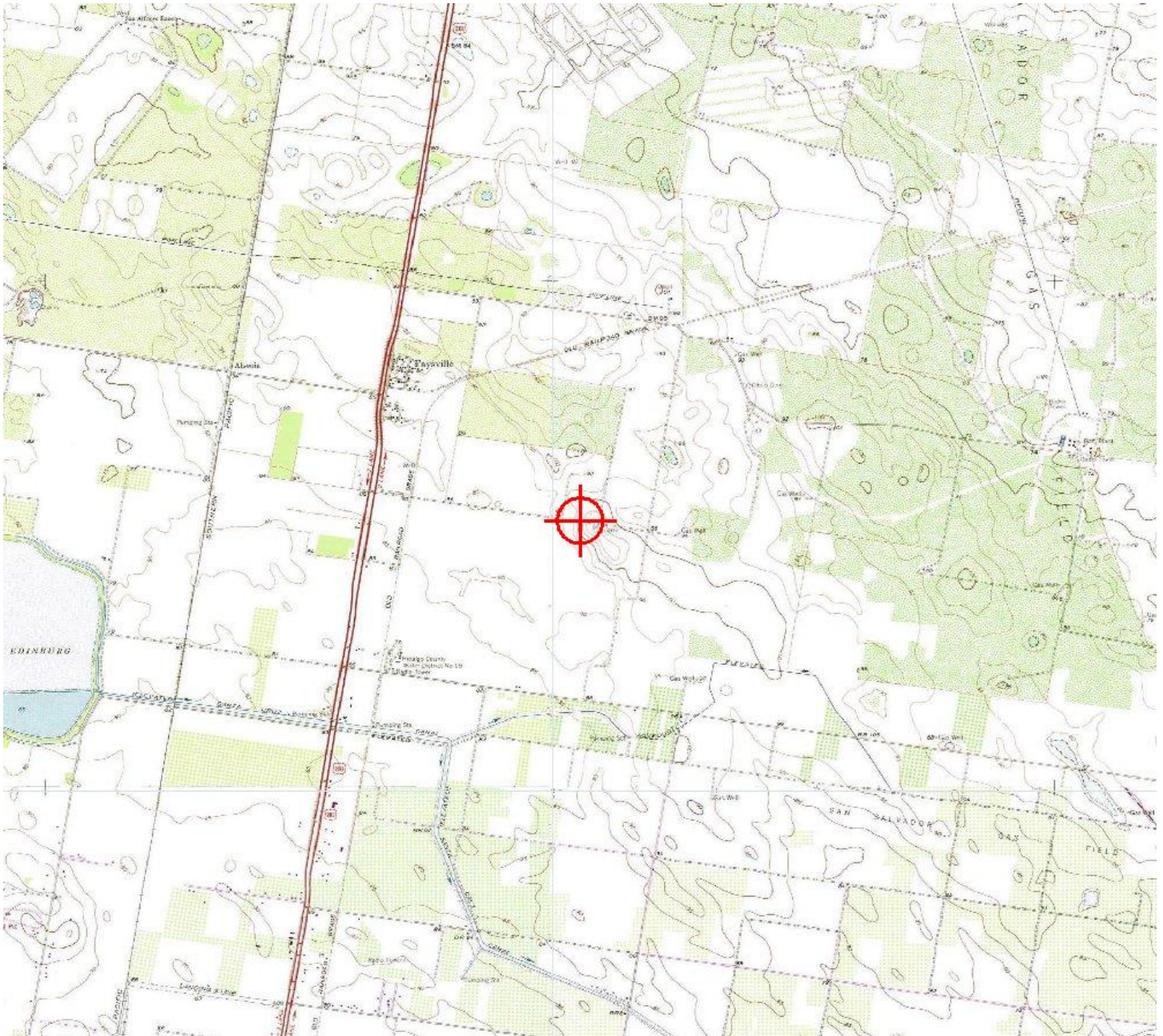
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2303-OE.

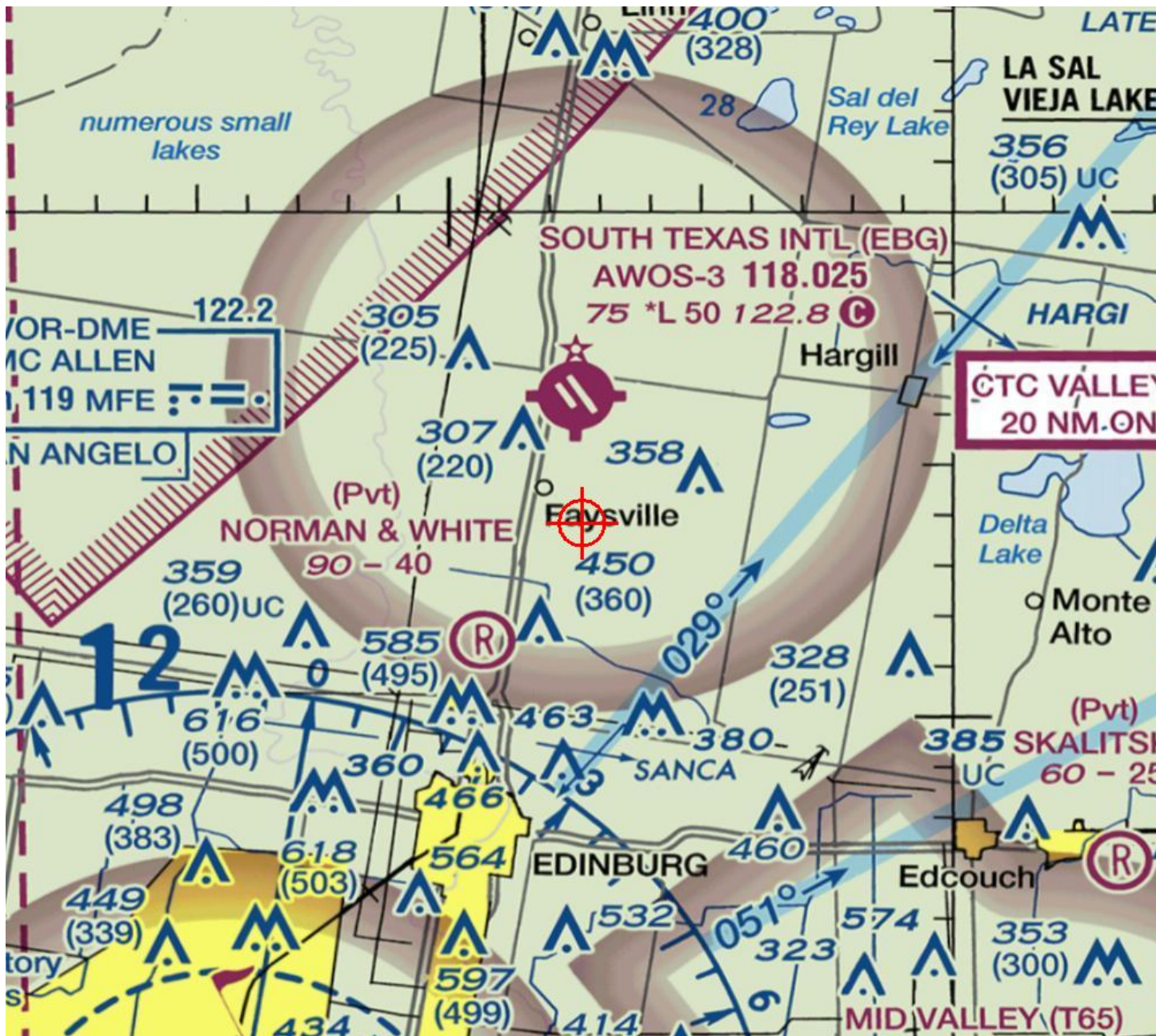
Signature Control No: 283744954-288995944

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2304-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-24-09.08N NAD 83
Longitude:	98-07-18.81W
Heights:	95 feet site elevation (SE) 2 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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 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 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.

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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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

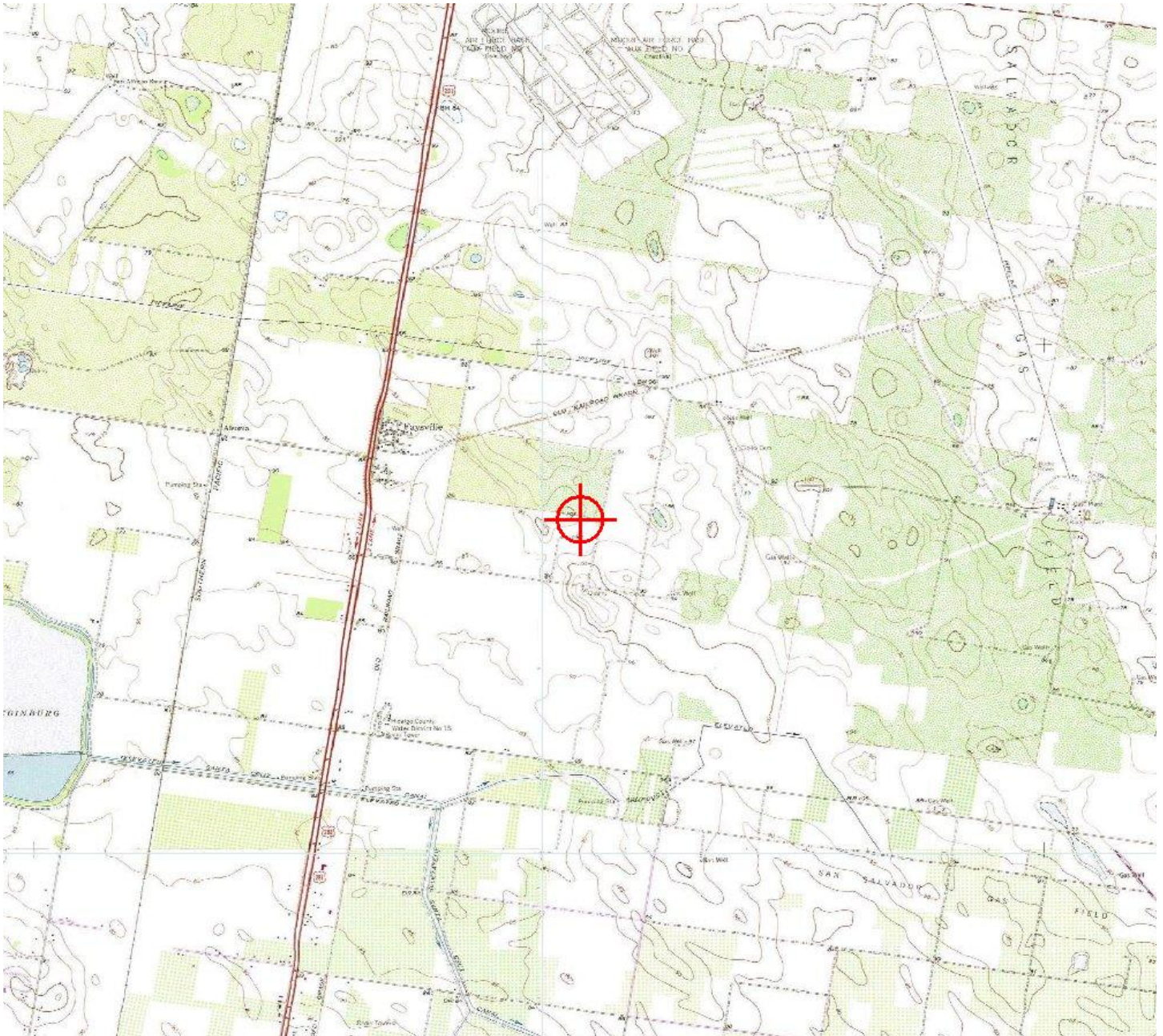
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2304-OE.

Signature Control No: 283744955-288995956

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2016-ASW-2305-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-24-05.25N NAD 83
Longitude:	98-06-51.86W
Heights:	82 feet site elevation (SE) 15 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 10/19/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- 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.

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If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2305-OE.

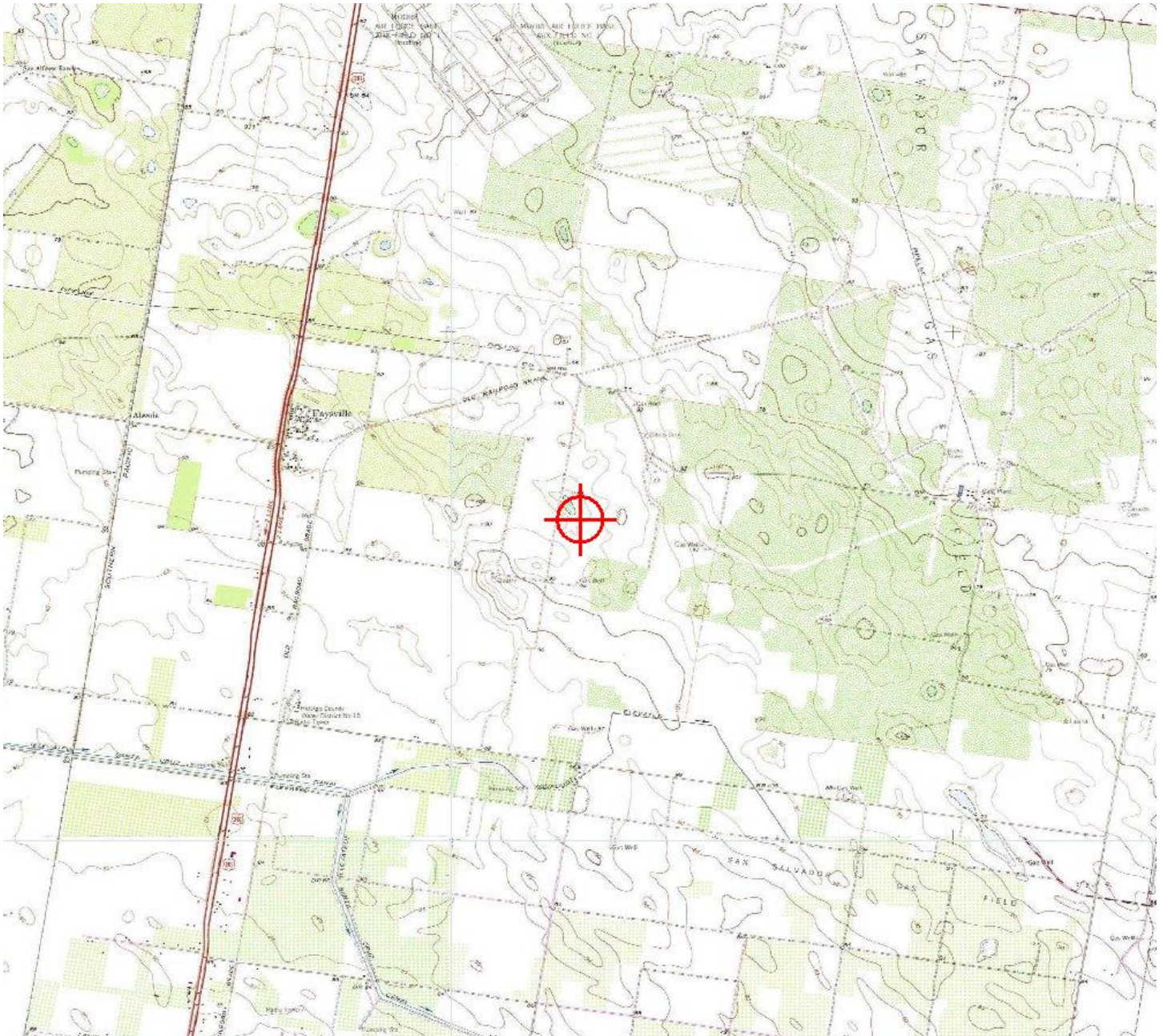
Signature Control No: 283744956-288995950

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-ASW-2305-OE







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

Aeronautical Study No.
2016-ASW-2306-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-25.86N NAD 83
Longitude:	98-06-50.32W
Heights:	96 feet site elevation (SE) 1 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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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 and maintained in accordance with FAA Advisory circular 70/7460-1 L.

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- extended, revised, or terminated by the issuing office.
- 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.

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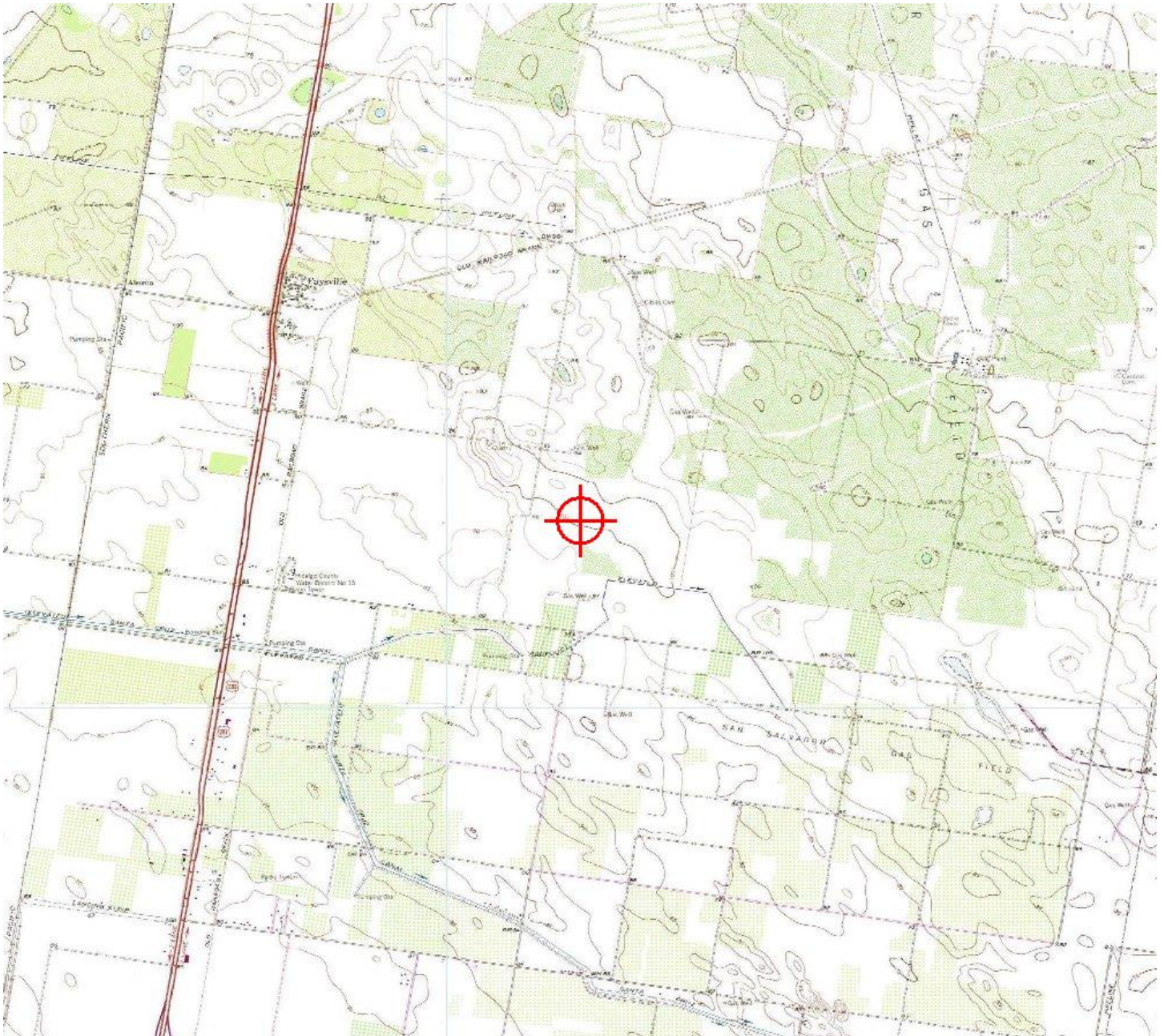
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2306-OE.

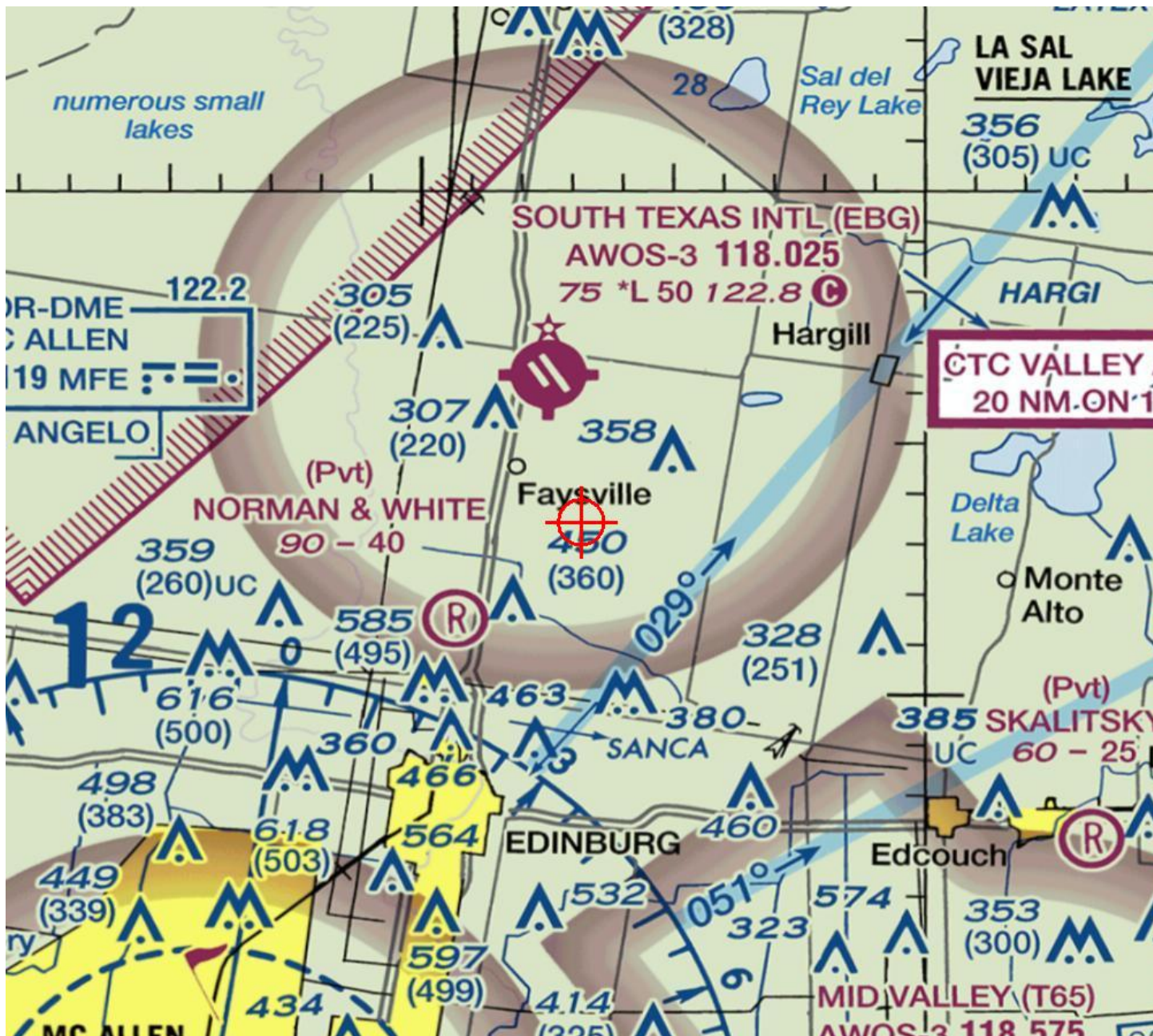
Signature Control No: 283744957-288995948

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2307-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-34.47N NAD 83
Longitude:	98-07-50.89W
Heights:	96 feet site elevation (SE) 1 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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:

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If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2307-OE.

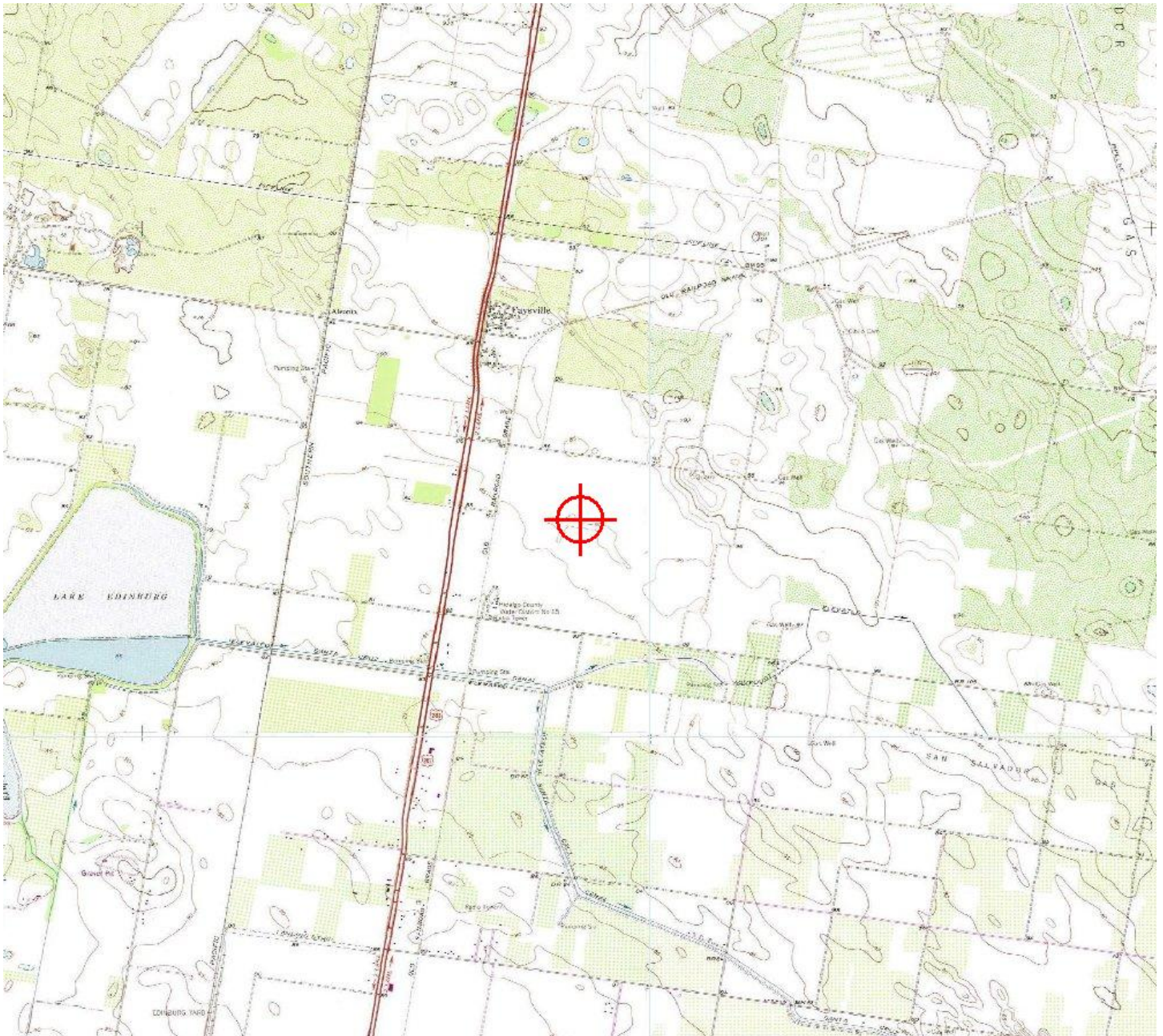
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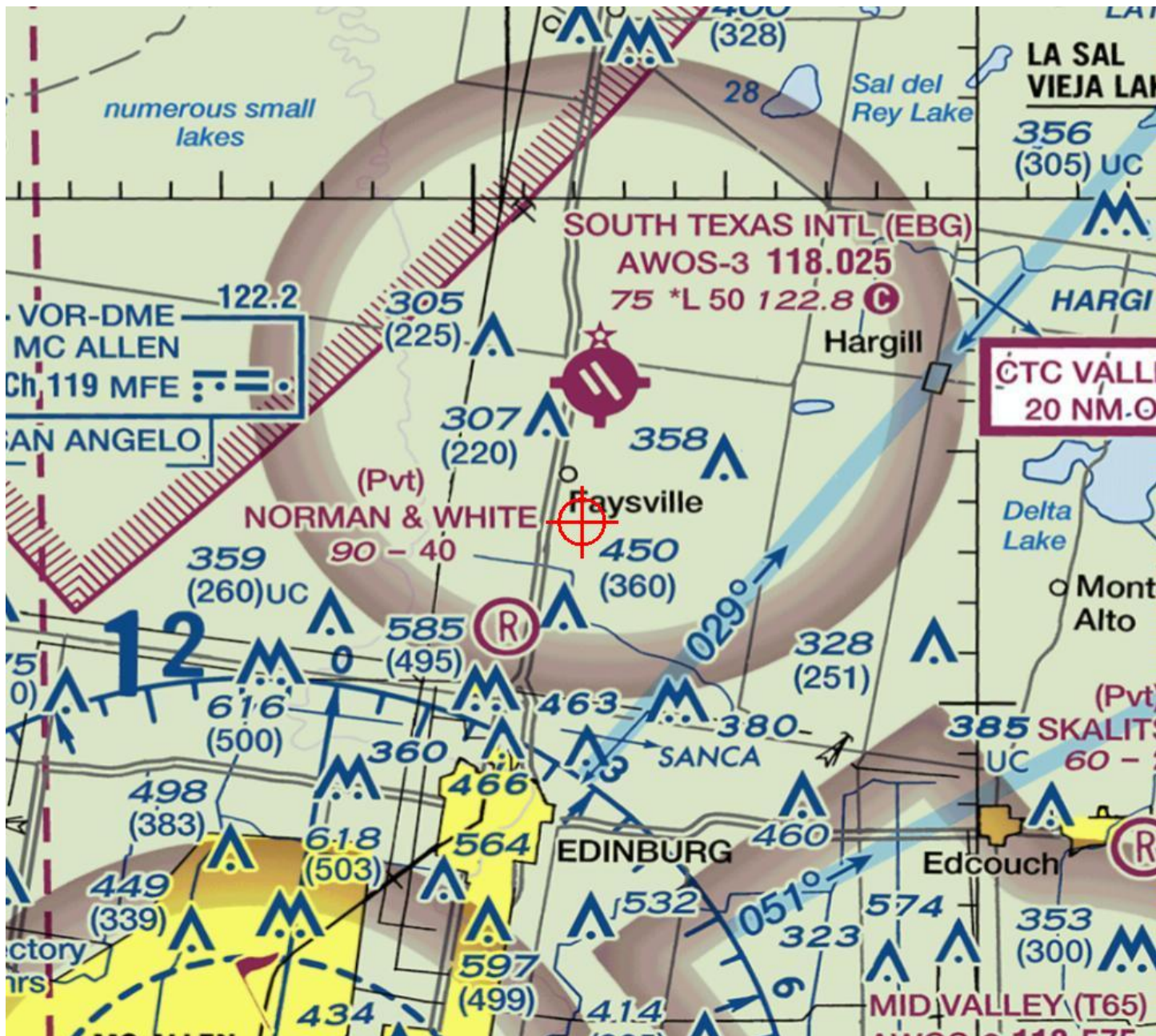
(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-ASW-2307-OE







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

Aeronautical Study No.
2016-ASW-2308-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-33.97N NAD 83
Longitude:	98-07-50.98W
Heights:	96 feet site elevation (SE) 1 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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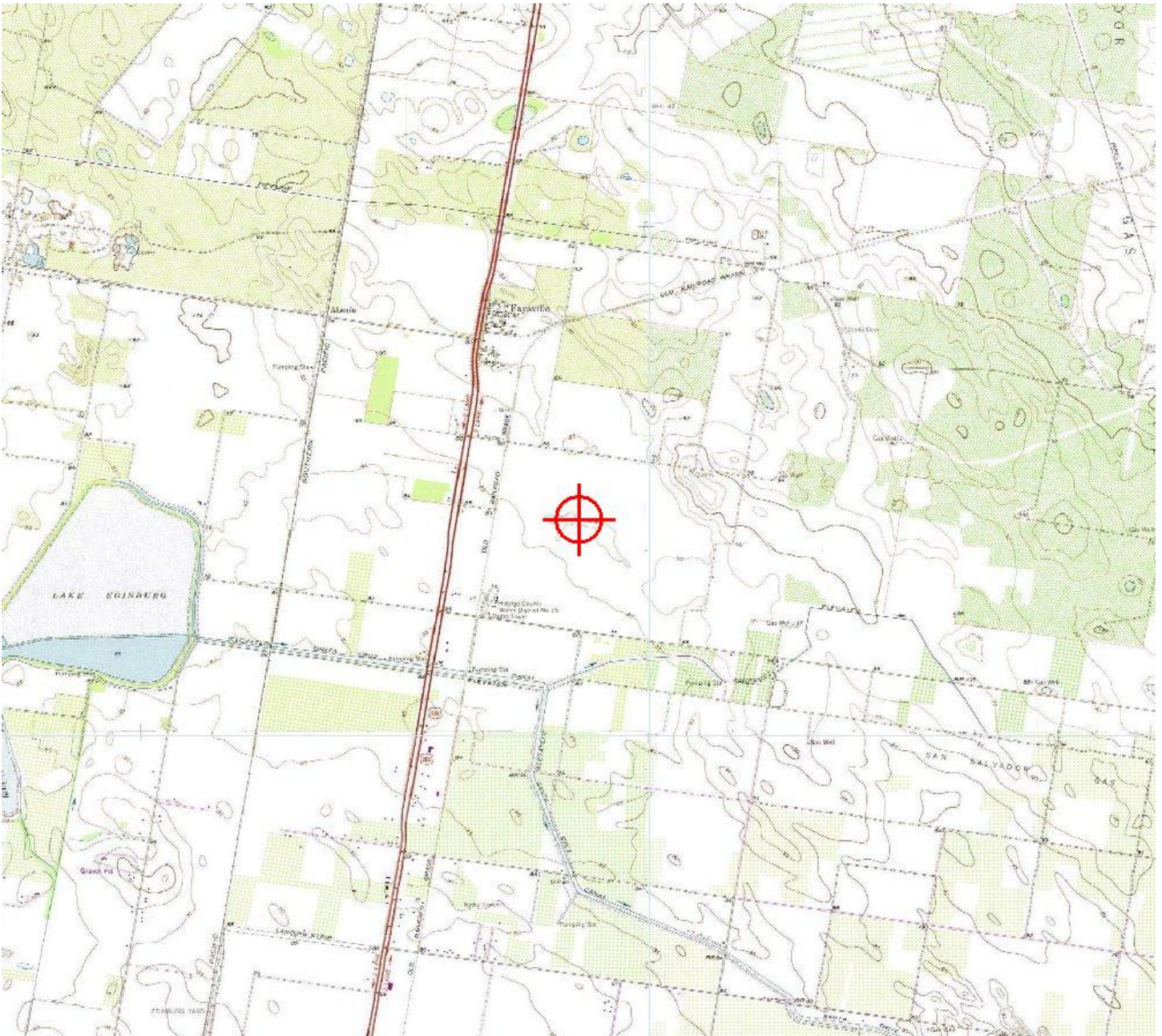
If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2308-OE.

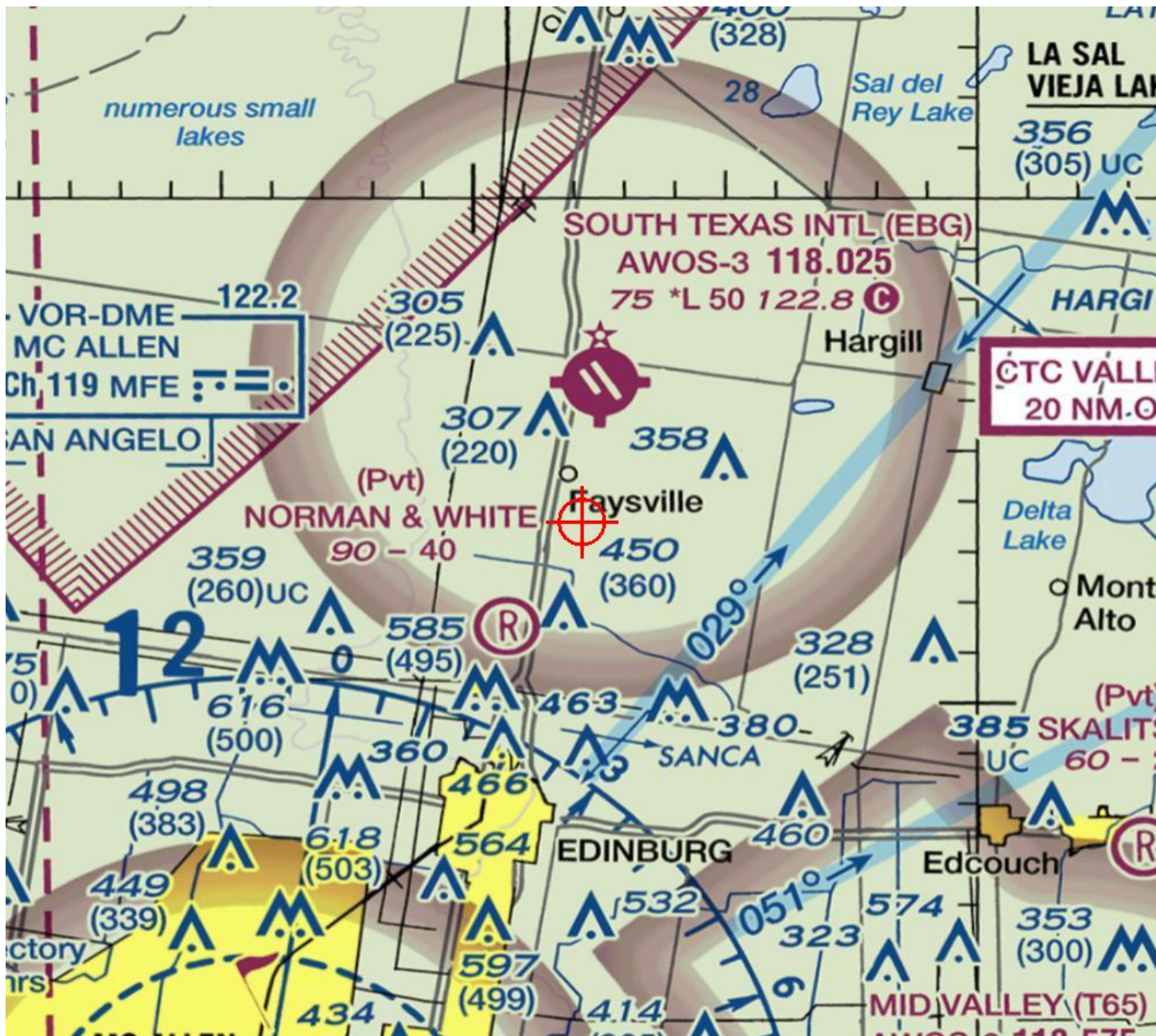
Signature Control No: 283744959-288995946

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2309-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-34.63N NAD 83
Longitude:	98-07-55.63W
Heights:	96 feet site elevation (SE) 1 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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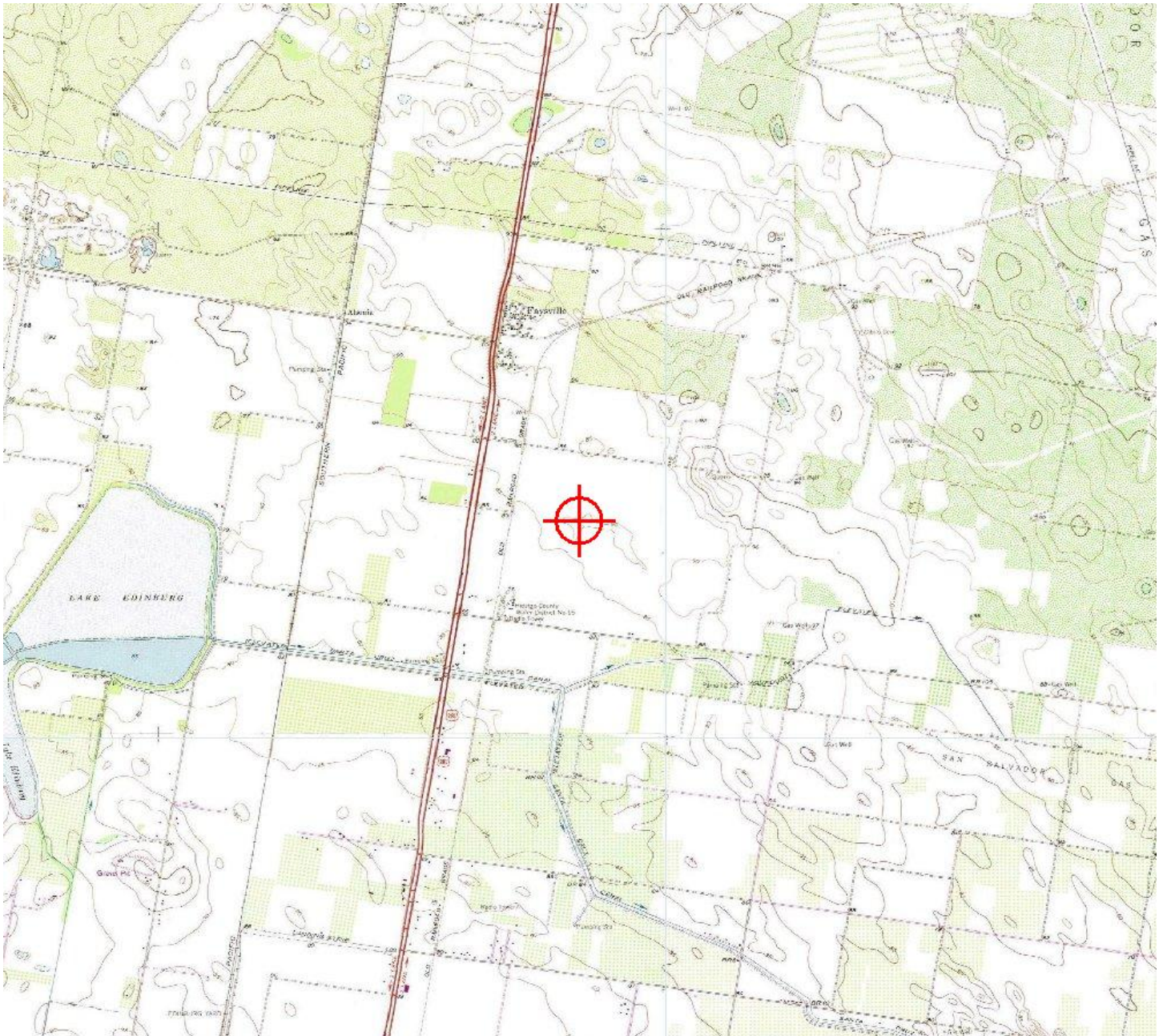
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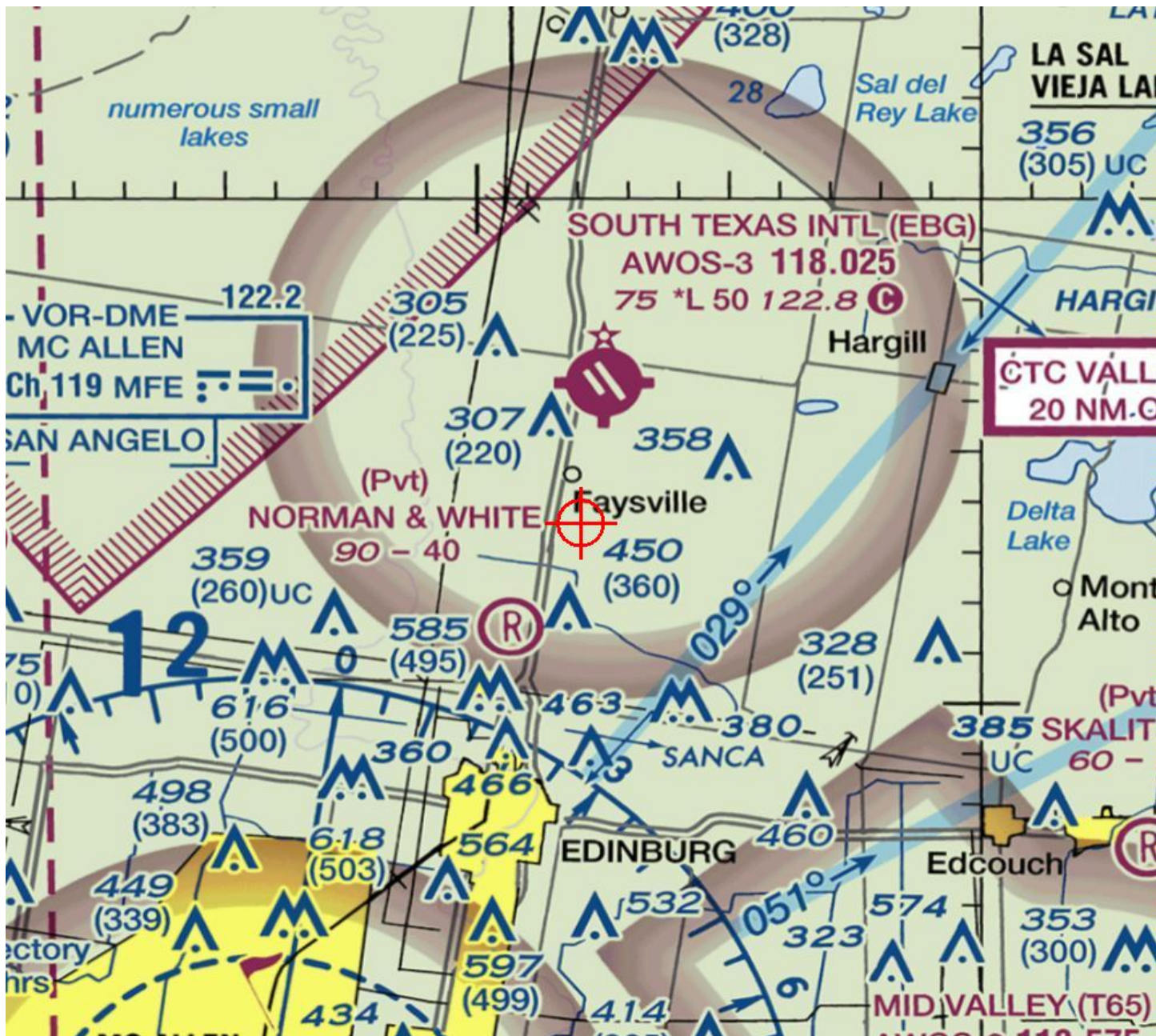
Signature Control No: 283744960-288995947

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2016-ASW-2310-OE

Issued Date: 04/19/2016

City of Edinburg Department of Solid Waste Mgmt
Ramiro Gomez
8601 North Jasman Road
PO Box 1079
Edinburg, TX 78542

**** 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:	Landfill Edinburg Regional Disposal Facility
Location:	Edinburg, TX
Latitude:	26-23-35.74N NAD 83
Longitude:	98-07-59.88W
Heights:	96 feet site elevation (SE) 1 feet above ground level (AGL) 97 feet above mean sea level (AMSL)

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If we can be of further assistance, please contact our office at (817) 222-5933. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-2310-OE.

Signature Control No: 283744962-288995952

(DNE)

Andrew Hollie
Specialist

Attachment(s)
Map(s)

A topographic map of the Lake Erinburg area. The map shows contour lines, roads, and water bodies. A red crosshair marker is placed on the map, indicating a specific location. The map includes labels for 'LAKE ERINBURG', 'LAKE BOWEN', and 'SAN SALVADOR'. The red crosshair is located near the center of the map, over a road.



APPENDIX IIB3
NOTICE TO AIRPORT



January 19, 2017

Project No. 1401491

H. B. White
Norman & White Airport
P.O. Box 569
Edinburg, TX 78540

**RE: NOTIFICATION OF THE PROPOSED LANDFILL EXPANSION
PERMIT AMENDMENT APPLICATION
EDINBURG REGIONAL DISPOSAL FACILITY
HIDALGO COUNTY, TEXAS
TCEQ PERMIT MSW-956C**

Dear Mr. White:

City of Edinburg is currently preparing a Permit Amendment Application to be submitted to the Texas Commission on Environmental Quality (TCEQ) Solid Waste Permits Division for a proposed expansion to the Edinburg Regional Disposal Facility (the Facility) under Permit No. MSW-956. In accordance with the current Texas solid waste regulations¹, 30 TAC §330.61(i)(5) and §330.545, the owner or operator of a facility located within a six-mile radius of a small general service airport runway end used by turbojet or piston-type aircraft to notify the affected airport and the Federal Aviation Administration (FAA) of any potential lateral and vertical expansion at the facility.

The existing Type I Facility is located approximately 2.3 miles south of the South Texas International Airport at Edinburg (FAA Identifier : EBG) and 2.4 miles north of a privately owned airport, Norman and White Airport (FAA Identifier : 6TE1). Since the general service airport is located within a six-mile radius of this facility, this letter serves as the required notification to the airport and the FAA of the City of Edinburg's proposal to expand the facility.

Golder Associates Inc. is preparing the Application for the City of Edinburg to expand the permit boundary from 252 to 602.5 acres. The proposed landfill final development has 4-foot horizontal to 1-foot vertical side slopes and a top slope of 5%. The existing ground surface around the perimeter of the site ranges from 81 feet above mean sea level (ft-msl) (in a borrow area east of current construction) to 138 ft-msl (at the top of the west end of the currently constructed landfill). The maximum elevation of the proposed landfill expansion is 400 ft-msl, i.e. 186 feet higher than the currently permitted maximum elevation of 214 ft-msl. The final slopes, height and center of the site may be modified as the permit process proceeds. However, the proposed maximum height will not increase.

Attached to this letter are the supporting figures to demonstrate that the proposed landfill expansion meets FAA height requirements. Figure 1 is the General Location Map which shows the locations of the facility and airports within a six-mile radius of the facility. According to the Code of Federal Regulations (CFR) §77.17(a)(5) obstruction standards, a future object would be an obstruction to air navigation if it is of greater height than the imaginary surface established under §77.19. Figure 2 provides plan and profile views of the proposed landfill expansion final condition and the imaginary surface for the South Texas International Airport at Edinburg created in accordance with the CFR 14 §77.19. The profile view in Figure 2 shows that the proposed landfill expansion's maximum elevation is 400 feet and the imaginary surface's maximum elevation is 425 feet, leaving a clearance of 25 feet between the imaginary surface and the top of the proposed landfill expansion. For your reference, a copy of the Brownsville Sectional Aeronautical Chart

p:_2014 project folders\1401491 city of edinburg\application\part ii\iiib airport safety\norman & white airport ltr.docx

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We have also filed a "Notice of Proposed Construction or Alteration" with the Air Traffic Division of the Federal Aviation Administration. On January 25, 2016 the FAA initiated an aeronautical study on Project RAMIR-000354865-16 for the following Aeronautical Study Number(s) (ASN): 2016-ASW-570-0E , 2016-ASW-571-0E, 2016-ASW-572-0E, 2016-ASW-573-0E , 2016-ASW-574-0E, 2016-ASW-575-0E , 2016-ASW-576-0E, 2016-ASW-577-0E, 2016-ASW-578-0E, 2016-ASW-579-0E, 2016-ASW-580-0E , 2016-ASW-581-0E, 2016-ASW-582-0E , 2016-ASW-583-0E, 2016-ASW-584-0E , 2016-ASW-585-0E , 2016-ASW-586-0E, 2016-ASW-587-0E , 2016-ASW-588-0E, 2016-ASW-589-0E , 2016-ASW-590-0E , 2016-ASW-591-0E , 2016-ASW -592-0E, 2016-ASW-593-0E , 2016-ASW-594-0E , 2016-ASW -595-0E, 2016-ASW-596-0E , 2016-ASW-597-0E , 2016-ASW-598-0E, 2016-ASW-599-0E .

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The Federal Aviation Administration (FAA) has been notified of the proposed expansion and determined there is no obstruction to navigable airspace.

If you have any questions or require further information, please feel free to contact me at (281) 821-6868 or cireland@golder.com.

Sincerely,

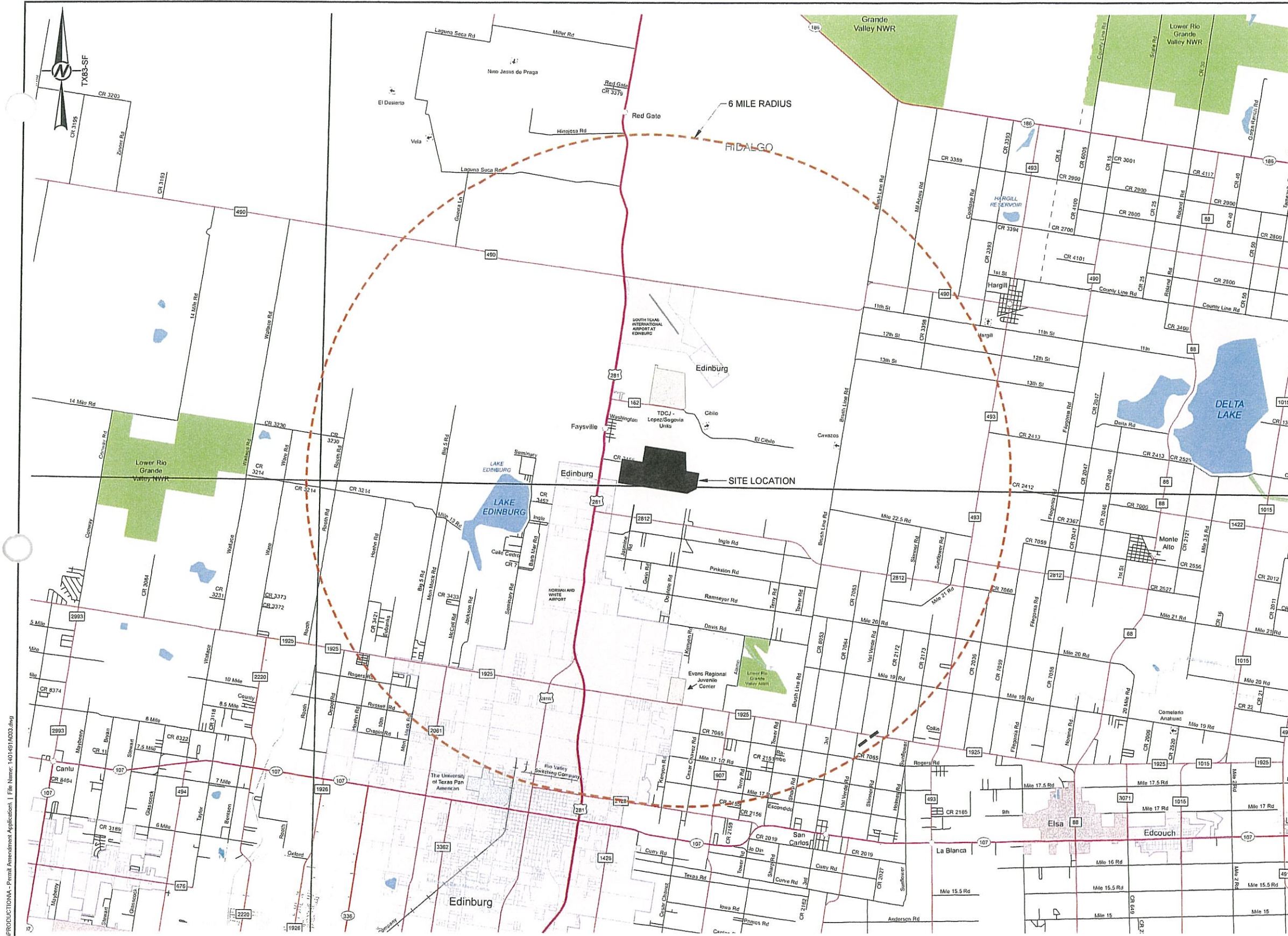
GOLDER ASSOCIATES INC.



Chad E. Ireland, PE
Senior Project Geological Engineer



May Xin, PE
Senior Engineer



COUNTY MAPBOOK 2012 LEGEND

IH, BI	School
US, BU, UA, UP	Military Installation
SH, BS	Prison
SL, SS, PR	National or State Park
FM, BF, RM, RR, RE, RS, PA	Cemetery
County Road	Dam
City Street or other Non-County Maintained Road	County Line
Railroad	District Line
Incorporated City	Canal
	Flowing Stream
	Intermittent Stream
	River
	Gulf Intracoastal Waterway
	Other Body of Water
Unincorporated Community	
Airport	
Airport Runway	

NOTE(S)

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City of Edinburg\PRODUCTION\A - Permit Amendment Application\1 File Name: 1401491\A003.dwg
Path: W:\production\2014

SEAL

GOLDER ASSOCIATES INC.
TEXAS REGISTRATION F-2578

CLIENT
CITY OF EDINBURG
DEPARTMENT OF SOLID WASTE MANAGEMENT

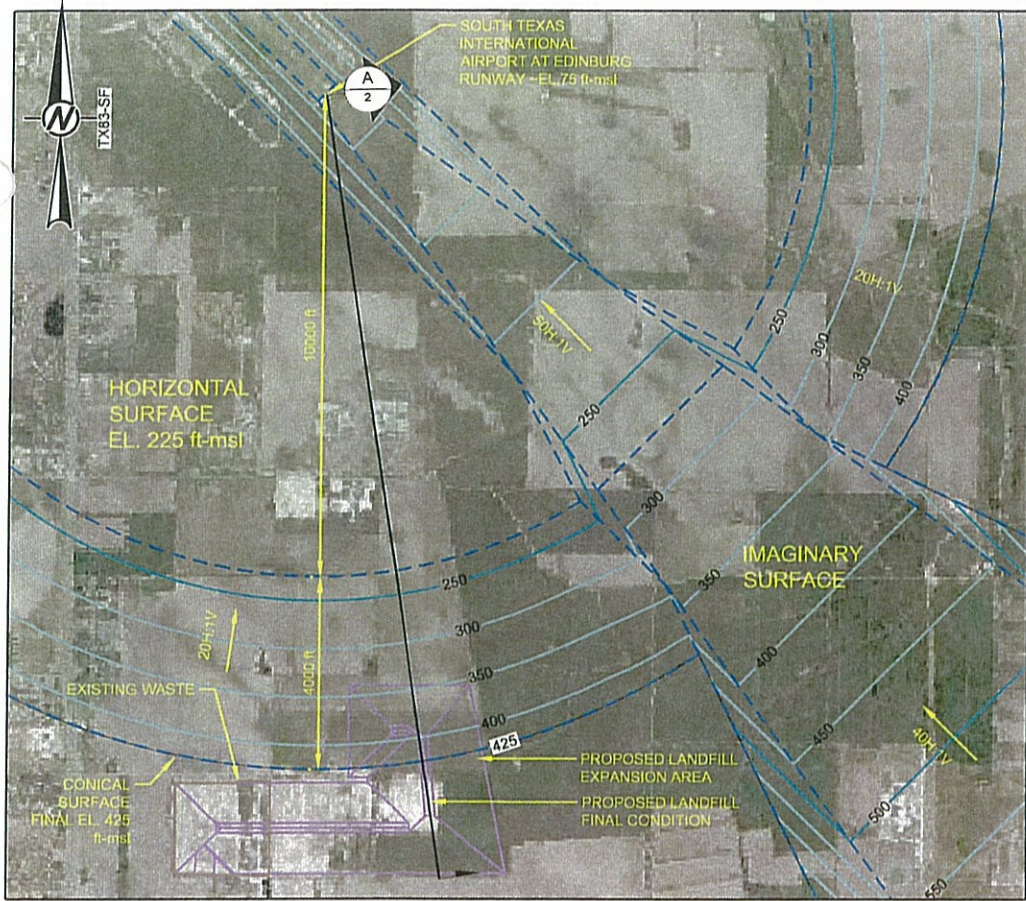
CONSULTANT

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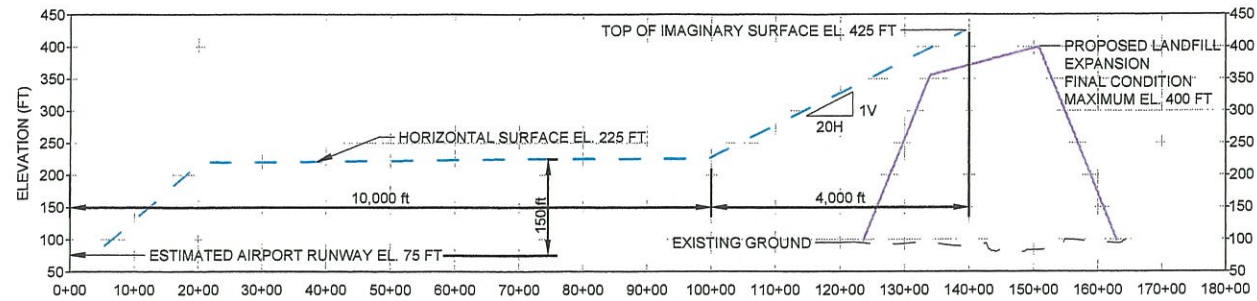
PROJECT
EDINBURG REGIONAL DISPOSAL FACILITY
PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C
EDINBURG, HIDALGO COUNTY, TEXAS

TITLE
GENERAL LOCATION MAP

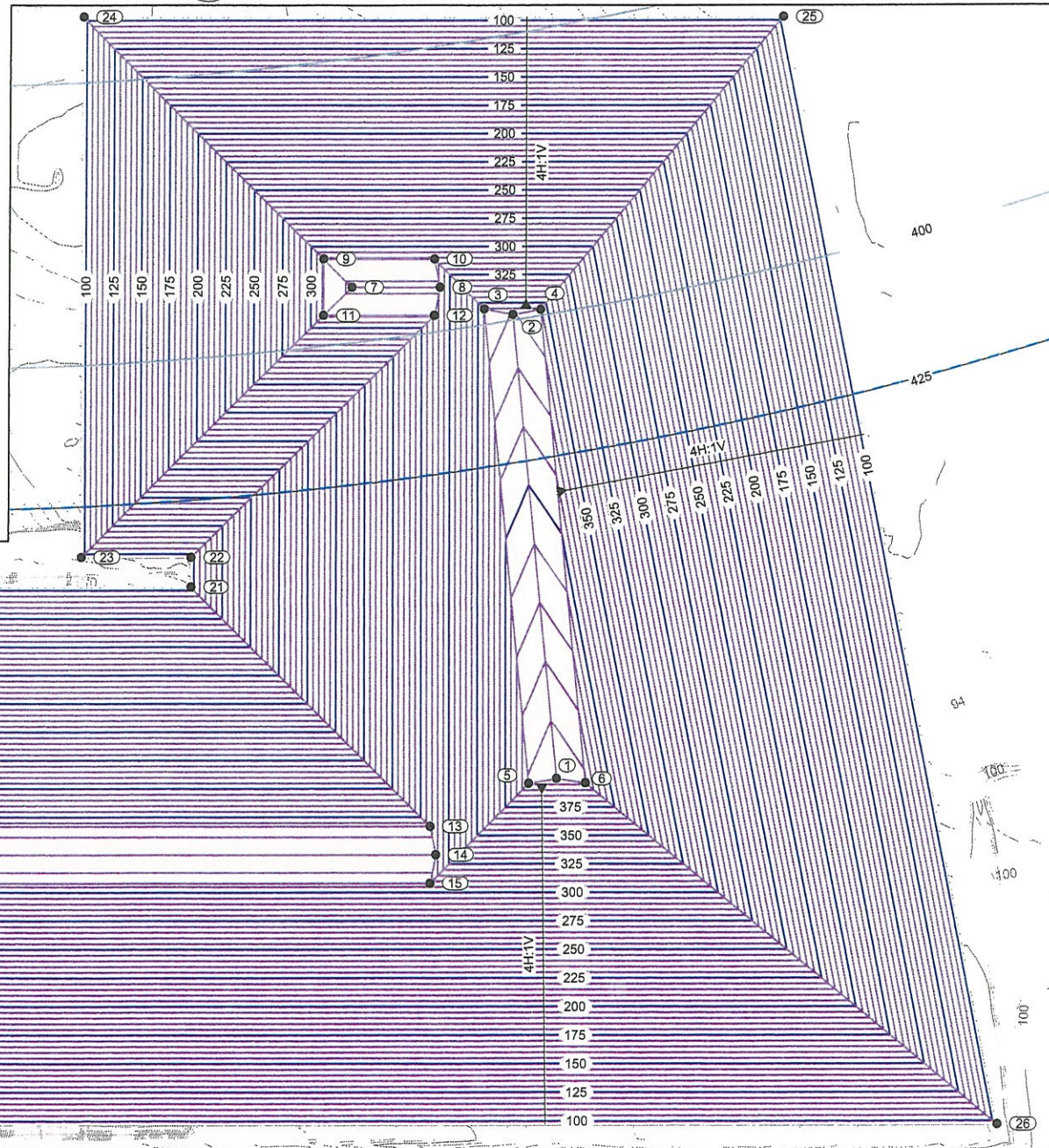
PROJECT NO.	APPLICATION SECTION	REV.	of	FIGURE
1401491	IIB1	0		1



PLAN OF IMAGINARY SURFACE AND PROPOSED LANDFILL
SCALE 1" = 4000'



SCALE 1" = 3000'
VERT. SCALE 1:10
A 2
PROFILE OF IMAGINARY SURFACE AND PROPOSED LANDFILL



PLAN OF PROPOSED LANDFILL FINAL CONDITION
SCALE 1" = 600'

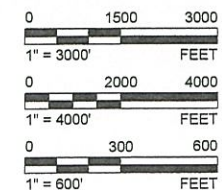
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REV.	YYYY-MM-DD	DESCRIPTION	CEI	AGM	JBF	CEI
0	2016-02-10	PERMIT AMENDMENT APPLICATION SUBMITTAL				

SEAL



GOLDER ASSOCIATES INC.
TEXAS REGISTRATION F-2578

CLIENT
CITY OF EDINBURG
DEPARTMENT OF SOLID WASTE MANAGEMENT

CONSULTANT



HOUSTON OFFICE
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USA
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PROJECT
EDINBURG REGIONAL DISPOSAL FACILITY
PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C
EDINBURG, HIDALGO COUNTY, TEXAS

TITLE
AIRPORT SAFETY

PROJECT NO.	APPLICATION SECTION	REV.	of	FIGURE
1401491	IIB1	0		2



January 19, 2017

Project No. 1401491

Richard Hinojosa
City Manager
City of Edinburg
P.O. Box 1079
Edinburg, TX 78540

**RE: NOTIFICATION OF THE PROPOSED LANDFILL EXPANSION
PERMIT AMENDMENT APPLICATION
EDINBURG REGIONAL DISPOSAL FACILITY
HIDALGO COUNTY, TEXAS
TCEQ PERMIT MSW-956C**

Dear Mr. Hinojosa:

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p:_2014 project folders\1401491 city of edinburg\application\part ii\lib airport safety\city of edinburg.docx

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proposed landfill expansion. For your reference, a copy of the Brownsville Sectional Aeronautical Chart zoomed in on the Edinburg Regional Disposal Facility and South Texas International Airport at Edinburg is provided as Figure 3.

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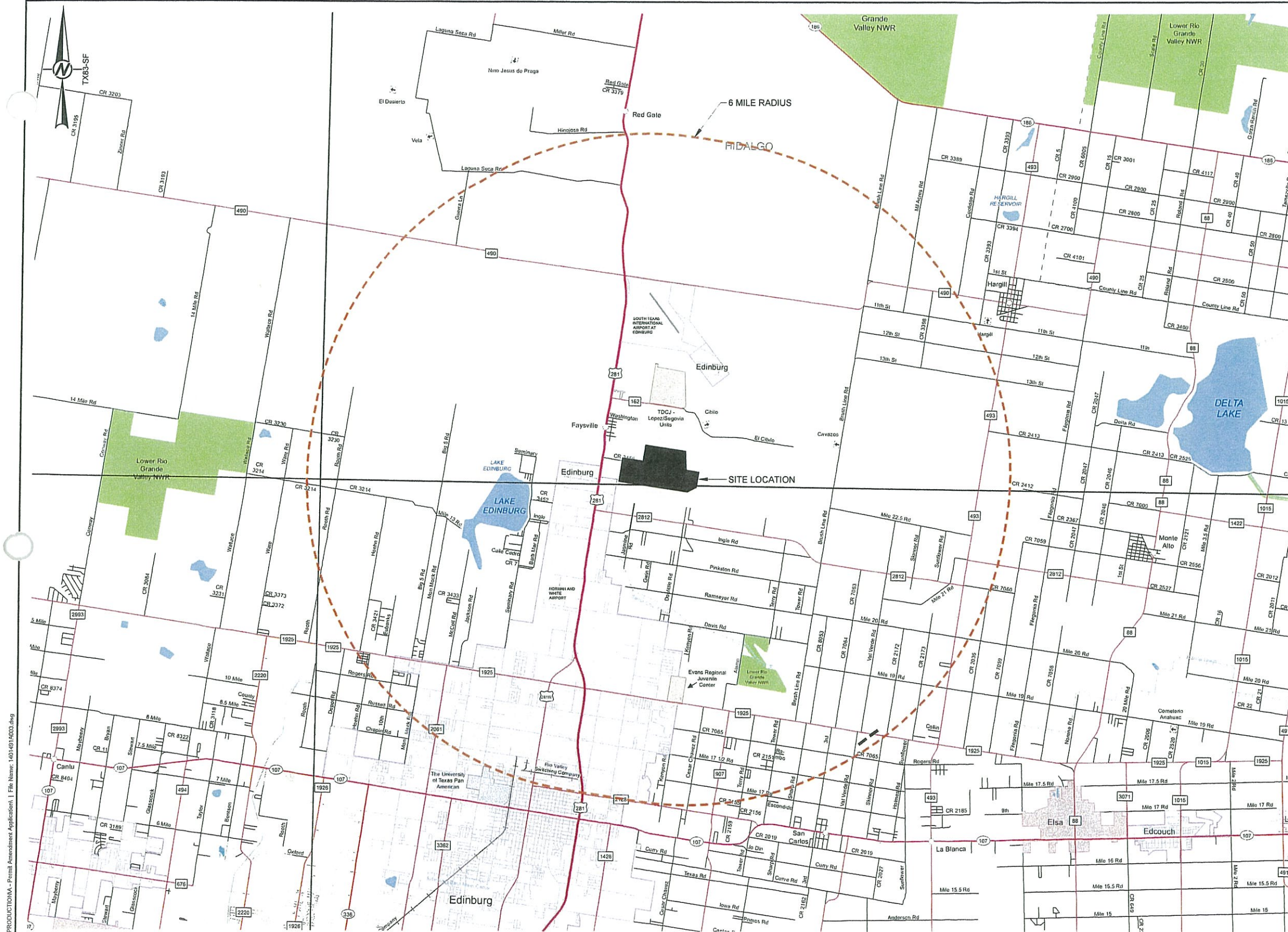
GOLDER ASSOCIATES INC.



Chad E. Ireland, PE
Senior Project Geological Engineer



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COUNTY MAPBOOK 2012 LEGEND	
	IH, BI
	US, BU, UA, UP
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	SL, SS, PR
	FM, BF, RM, RR, RE, RS, PA
	Airport
	Airport Runway
	School
	Military Installation
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	National or State Park
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ISSUED FOR PERMITTING PURPOSES ONLY

0 1 2
1" = 2 mi MILES

0	2016-02-10	PERMIT AMENDMENT APPLICATION SUBMITTAL	CEI	AGM	JBF	CEI
REV.	YYYY-MM-DD	DESCRIPTION	DESIGNED	PREPARED	REVIEWED	APPROVED


SEAL



GOLDER ASSOCIATES INC.
TEXAS REGISTRATION F-2578

CLIENT
CITY OF EDINBURG
DEPARTMENT OF SOLID WASTE MANAGEMENT

CONSULTANT

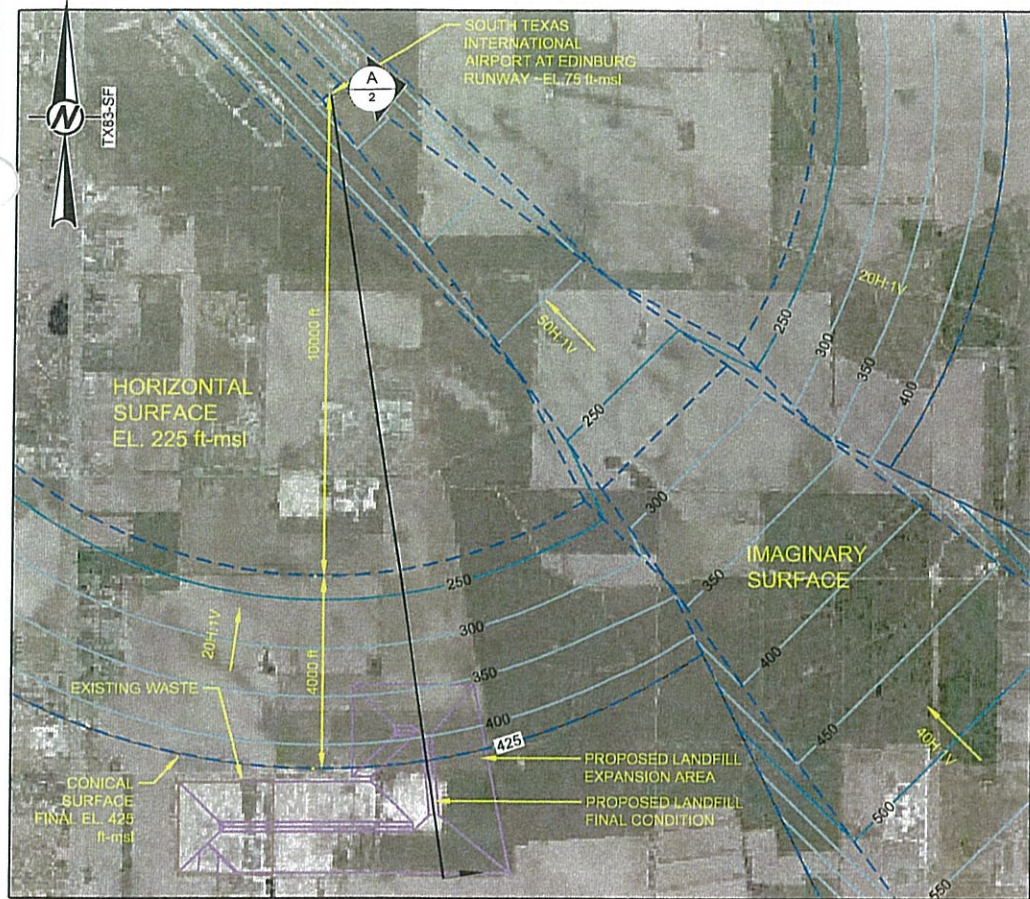


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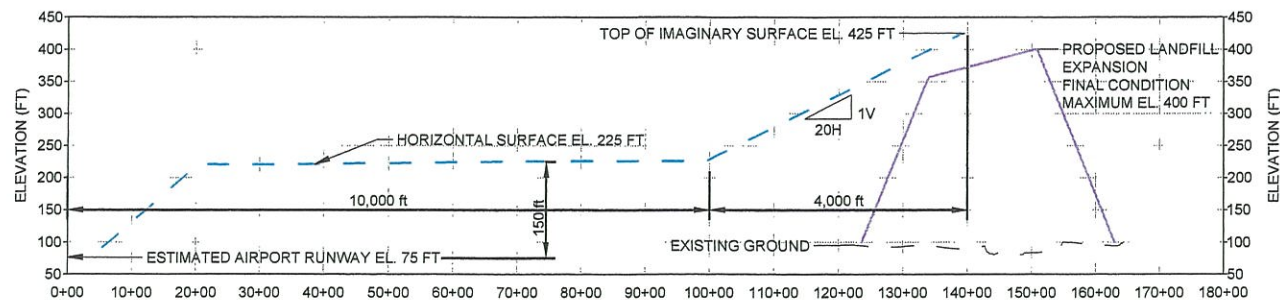
PROJECT EDINBURG REGIONAL DISPOSAL FACILITY PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C EDINBURG, HIDALGO COUNTY, TEXAS	TITLE GENERAL LOCATION MAP
PROJECT NO. 1401491	APPLICATION SECTION IIB1
REV. 0	of FIGURE 1

City of Edinburg\PRODUCTION\A - Permit Amendment Application | File Name: 1401491\A003.dwg
Patty Houston\draffing | 2016

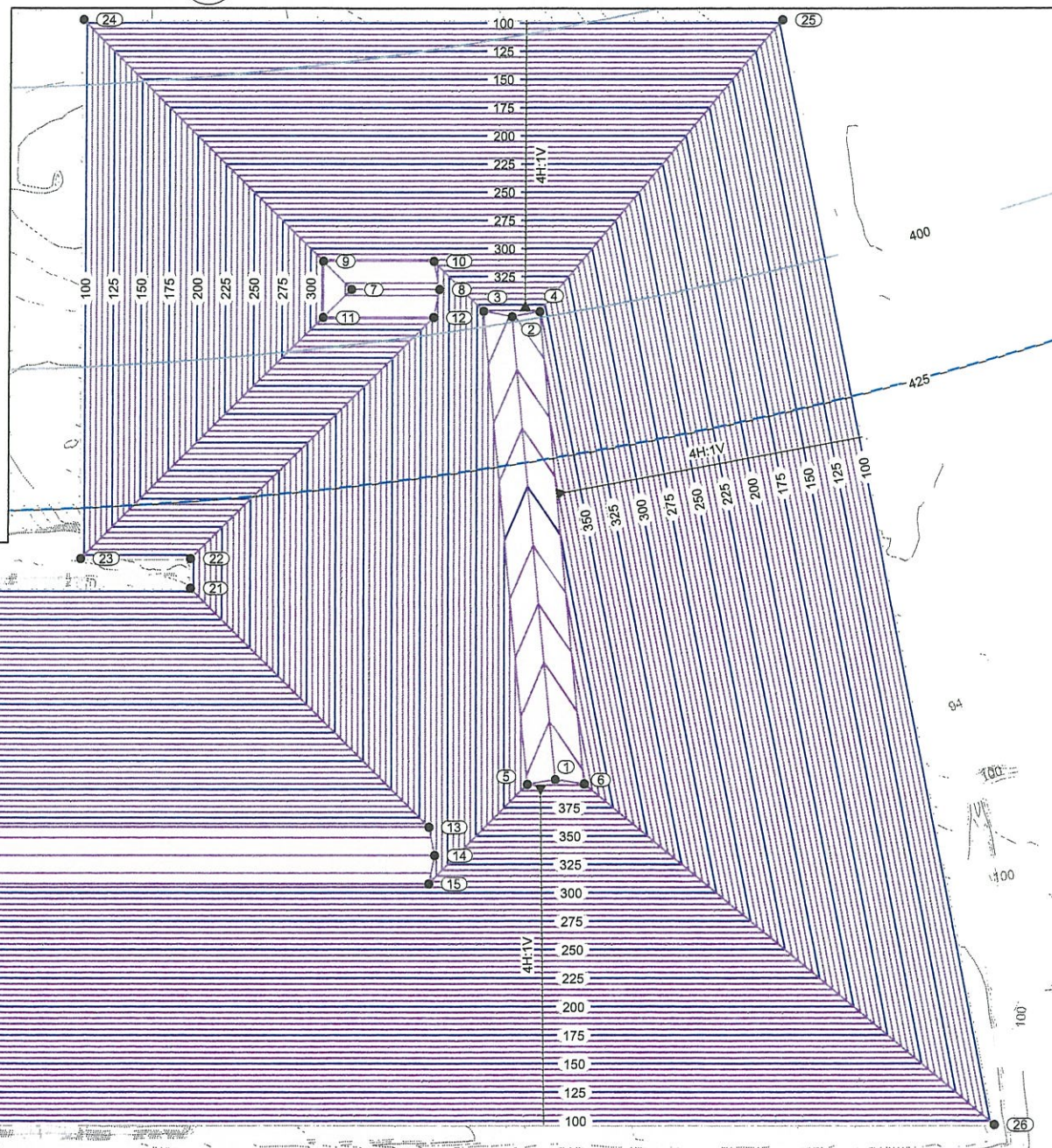
1 in IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN ADJUSTED FROM A003.B



PLAN OF IMAGINARY SURFACE AND PROPOSED LANDFILL
SCALE 1" = 4000'



SCALE 1" = 3000'
VERT. SCALE 1" = 100'
A 2
PROFILE OF IMAGINARY SURFACE AND PROPOSED LANDFILL



PLAN OF PROPOSED LANDFILL FINAL CONDITION
SCALE 1" = 600'

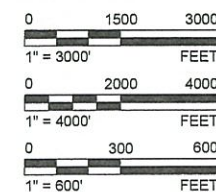
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SEAL				
CLIENT CITY OF EDINBURG DEPARTMENT OF SOLID WASTE MANAGEMENT				
CONSULTANT GOLDER ASSOCIATES INC. TEXAS REGISTRATION F-2578				
HOUSTON OFFICE 500 CENTURY PLAZA DRIVE, SUITE 190 HOUSTON, TEXAS USA [+1] (281) 821 6868 www.golder.com				
PROJECT EDINBURG REGIONAL DISPOSAL FACILITY PERMIT AMENDMENT APPLICATION TCEQ PERMIT MSW-956C EDINBURG, HIDALGO COUNTY, TEXAS				
TITLE AIRPORT SAFETY				
0	2016-02-10	PERMIT AMENDMENT APPLICATION SUBMITTAL	CEI	AGM
REV.	YYYY-MM-DD	DESCRIPTION	DESIGNED	PREPARED
			REVIEWED	APPROVED
			JBF	CEI

