FEDERAL AVIATION ADMINISTRATION

OE/AAA®

OBSTRUCTION EVALUATION / AIRPORT AIRSPACE ANALYSIS

DESK REFERENCE GUIDE

SUBJECT: MAPPING

*You are required to have a registered e-filing account

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All references to software products remain the protected trademarks of their manufacturers. The instructions in this document may reference Microsoft application(s). This is not meant in any way to express a preference for any particular product since there are many different browsers, programs, and operating systems available to the user. For simplicity only, one brand/product is used in the examples that follow.

Verify the Map

After case data has been saved as a draft, filers are taken to the **Map Verification** screen that displays all cases created on the previous Add New Case(s) Off Airport screen and require Map verification before submission.

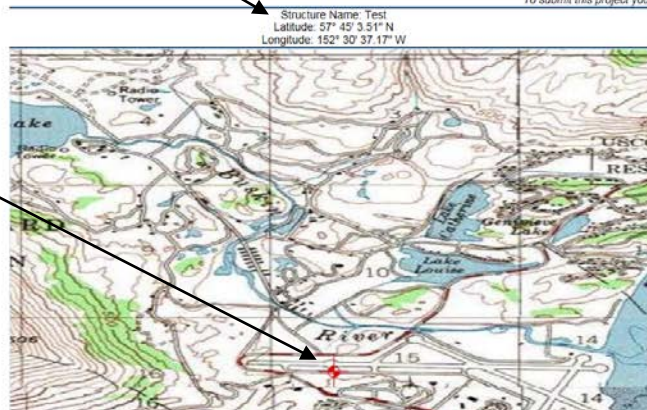- Select the blue link labeled **View Map to Verify** for each case (displayed above the map).

- Review the plotted **structure location** on the Map (red bullseye).

- On the *OE/AAA mapping* window, verify that the **crosshairs** line up with your proposed structure location.

- Verify the **coordinates** on top of the map match with your proposed structure location.
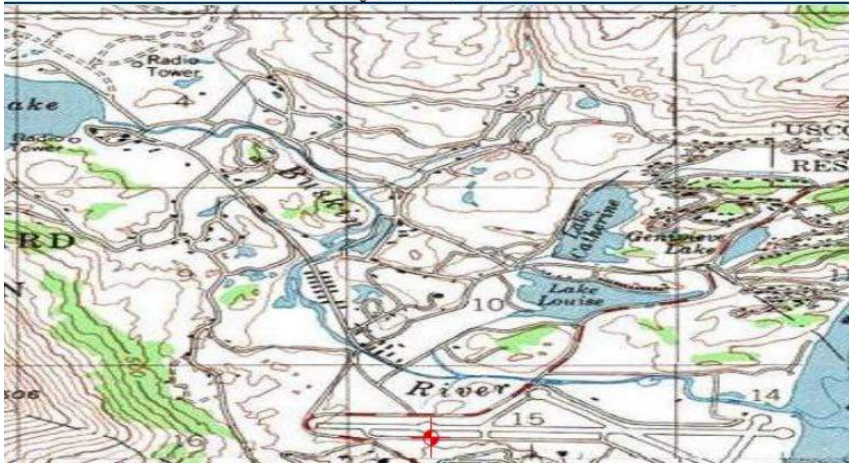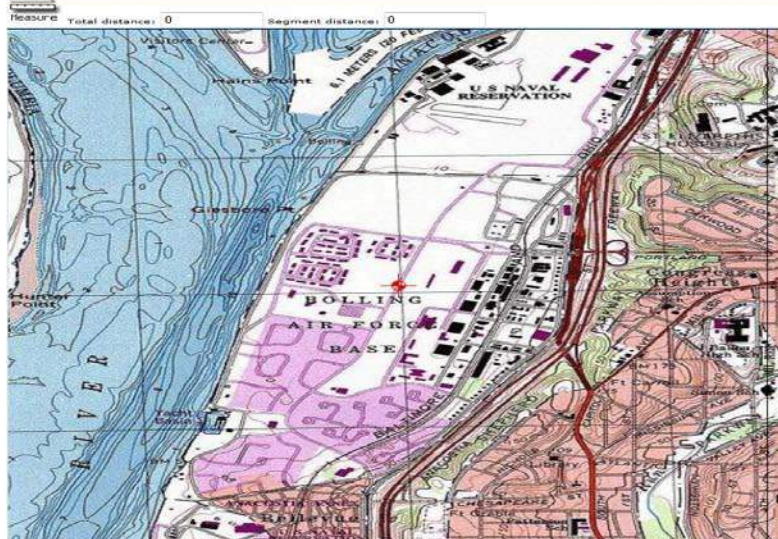
Lat/Long	Map
57° 45' 3.51" N 152° 30' 37.17" W	⚠ View
45° 56' 11.00" N 101° 56' 44.11" W	⚠ View
	To submit this proje

Structure Name: Test
Latitude: 57° 45' 3.51" N
Longitude: 152° 30' 37.17" W

When verifying structure location, an **optional** aerial photography transparency setting is available up to 50 percent before verifying the topographical (TOPO) location map used for submission to the FAA.
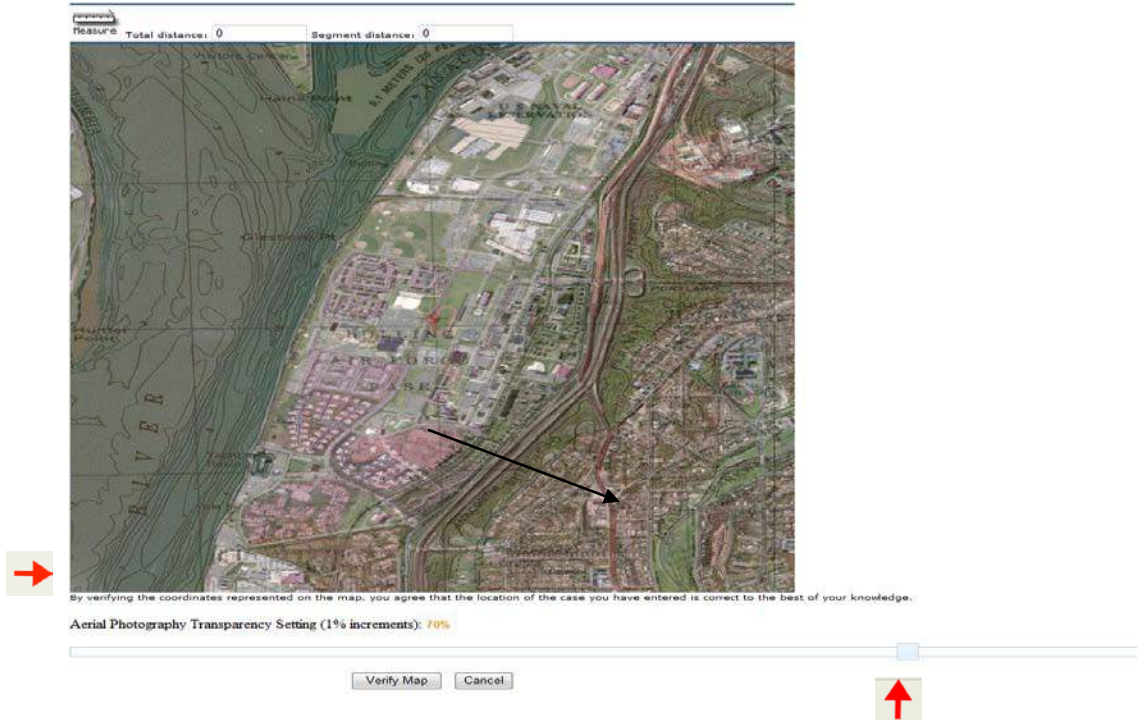

By verifying the coordinates represented on the map, you agree that the location of the case you have entered is correct to the best of your knowledge.

Aerial Photography Transparency Setting (1% increments): 0%

Adjust the **transparency percentage** by sliding the transparency setting guide with your mouse. When a percentage is selected, the aerial photography transparency setting will display after the screen refreshes; you can then verify your map.
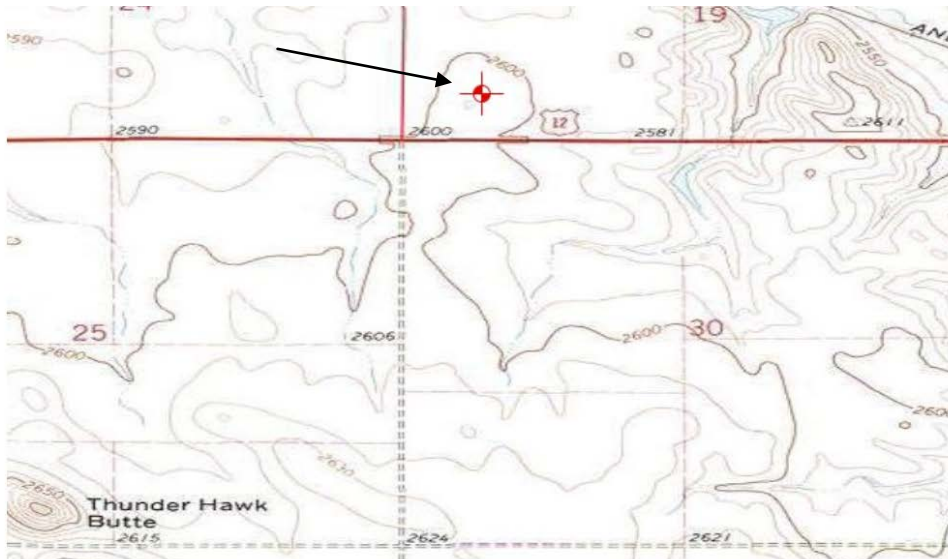

You can choose to include incremental aerial photography transparency with your verified TOPO map or you can verify your location with only the TOPO map.

Reject/Change Structure Location

If the crosshairs on the map do not accurately depict the location of your structure, select the **Structure Name** link to be returned to the *Case Data Entry* (7460-1) screen. Here you can revise your latitude/longitude coordinates. After you have made the appropriate revisions check the certify checkbox and the **[Save]** button. You are required to repeat the map verification after case data is revised.

Verify the Map

By verifying the coordinates represented on the map, you agree that the location of the case you have entered is correct to the best of your knowledge.

Aerial Photography Transparency Setting (1% increments): 0%

Verify Map

Verified map saved sucessfully

Continue - Map/Verify Later

You may continue to the **Project Summary** screen without verifying your map(s), however, before your case is eligible for submission to the FAA you will be required to verify your plotted location. This function will also be available on the next screen for you to complete later.

When the only or last listed map in a project on the Map Verification screen is verified or if you continues to the Project Summary screen without verifying your map(s) the *Project Summary screen* will be displayed. The Map column contains the **Verify Map** link.

Project Summary : BRICK-000342821-15

Add Another Case to this Project   Change the sponsor for this Project

Lat/Long	Map	Actions
57° 45' 3.51" N 152° 30' 37.17" W	! Verify Map	Clone Delete Upload a PDF

Note: Once a map is verified, if the e-filer returns to the saved Off Airport data entry draft, re-certifies and saves the data, the filer is required to re-verify the map location prior to submission to the FAA.

Note: If the e-filer returns to the saved Off Airport data entry draft [view data] but cancels (does not re-certify the entered data), they are not required to re-verify the Map.

After the map(s) have been verified, the draft can be submitted as a project (case) to the FAA.