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

Aeronautical Study No.
2018-ANE-1649-OE

Issued Date: 05/03/2018

Robert Long
Prime Steel Erecting, Inc.
7 Sullivan Road
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****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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:	Crane Liebherr LR 1400
Location:	Portland, ME
Latitude:	43-39-16.08N NAD 83
Longitude:	70-16-34.74W
Heights:	68 feet site elevation (SE)
	322 feet above ground level (AGL)
	390 feet above mean sea level (AMSL)

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

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-1649-OE

Signature Control No: 357451983-364243683 (TMP)
David Maddox
Specialist

Additional Condition(s) or Information for ASN 2018-ANE-1649-OE

Proposal: To construct and/or operate a(n) Crane to a height of 322 feet above ground level, 390 feet above mean sea level.

Location: The structure will be located 1.5 nautical miles east of PWM Airport reference point.

Case Description for ASN 2018-ANE-1649-OE

Erect Parking Garage

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

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.

It is required that the FAA be notified 5 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of ***SEE BELOW*** be notified at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of ***SEE BELOW*** be notified at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 09/03/2018 unless extended, revised, or terminated by the issuing office.

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.

Additional information for ASN 2018-ANE-1649-OE

The proposed temporary crane, at a height of 322 feet (ft.) above ground level (AGL) / 390 ft. above mean sea level (AMSL) would be located approximately 1.50 nautical miles (NM) east of the Portland International Jetport (PWM), Portland, ME. The proposed temporary crane has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to BOS as follows:

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional nautical mile from the airport up to a maximum of 499 ft. The proposed crane exceeds by up to 115 ft.

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria).

At 390 AMSL 4D, Portland Intl Jetport (PWM) Portland, ME. ILS or LOC RWY 11, increase CAT A/B circling MDA from 700/700 and FINUS FIX MINIMUMS CAT A/B circling MDA from 620/620 to 740.

ILS or LOC RWY 29, RNAV (GPS) RWY 11, RNAV (GPS) RWY 36, increase CAT A/B circling MDA from 620/620 to 740.

RNAV (GPS) RWY 29, increase LNAV MDA from 580 to 640. Increase CAT A/B circling MDA from 620/620 to 740.

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): A Horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed crane exceeds the Horizontal Surface by up to 165 ft.

The temporary crane also exceeds the VFR traffic pattern Horizontal Surface as applied to visual approach runways at PWM by up to 67 ft.

The temporary crane does not constitute substantial adverse effect because the equipment would be temporary and would not be a hazard to air navigation provided the conditions noted on page 1 and below of this determination are strictly met.

Additional conditions:

1. The temporary crane operator contact with the PWM Airfield Manager (AM), at (207) 756-8310 at least 5 working days in advance, and notify the AM when operations are complete.

2. The temporary crane operator shall contact the PWM Air Traffic Control Tower (ATCT) Manager, at (207) 780-3396 at least 5 working days in advance, and notify the ATCT when operations are complete and the crane

is removed from the site. The crane operator shall also ensure the ATCT Watch Supervisor is provided a good working cell phone number each morning to ensure timely communications, if required.

3. ATIS information regarding the crane to be issued at the discretion of the AM and ATCT.

4. The sponsor shall ensure the crane is obstruction marked and lighted with flags and red obstruction lights in accordance with FAA Advisory Circular 70/7460-1L, "Obstruction Marking and Lighting", Chapters 3, 4, 5 and 12 (flag and red obstruction lights). The advisory circular is available for viewing at the following website: https:// oeaaa.faa.gov

5. The method for "e-filing" a NOTAM request to mitigate the IFR impacts must be followed as outlined below at least five (5) working days in advance by the sponsor or representative to ensure the safety of air navigation and to personnel and property on the ground. The NOTAM must also be cancelled in the same manner when operations are complete. The sponsor is responsible for ensuring the NOTAM is e-filed accordingly through the OE/AAA system.

Login to: oeaaa.faa.gov web site

Click-Temporary Structure Notification

Enter the aeronautical study number (ASN) & click search

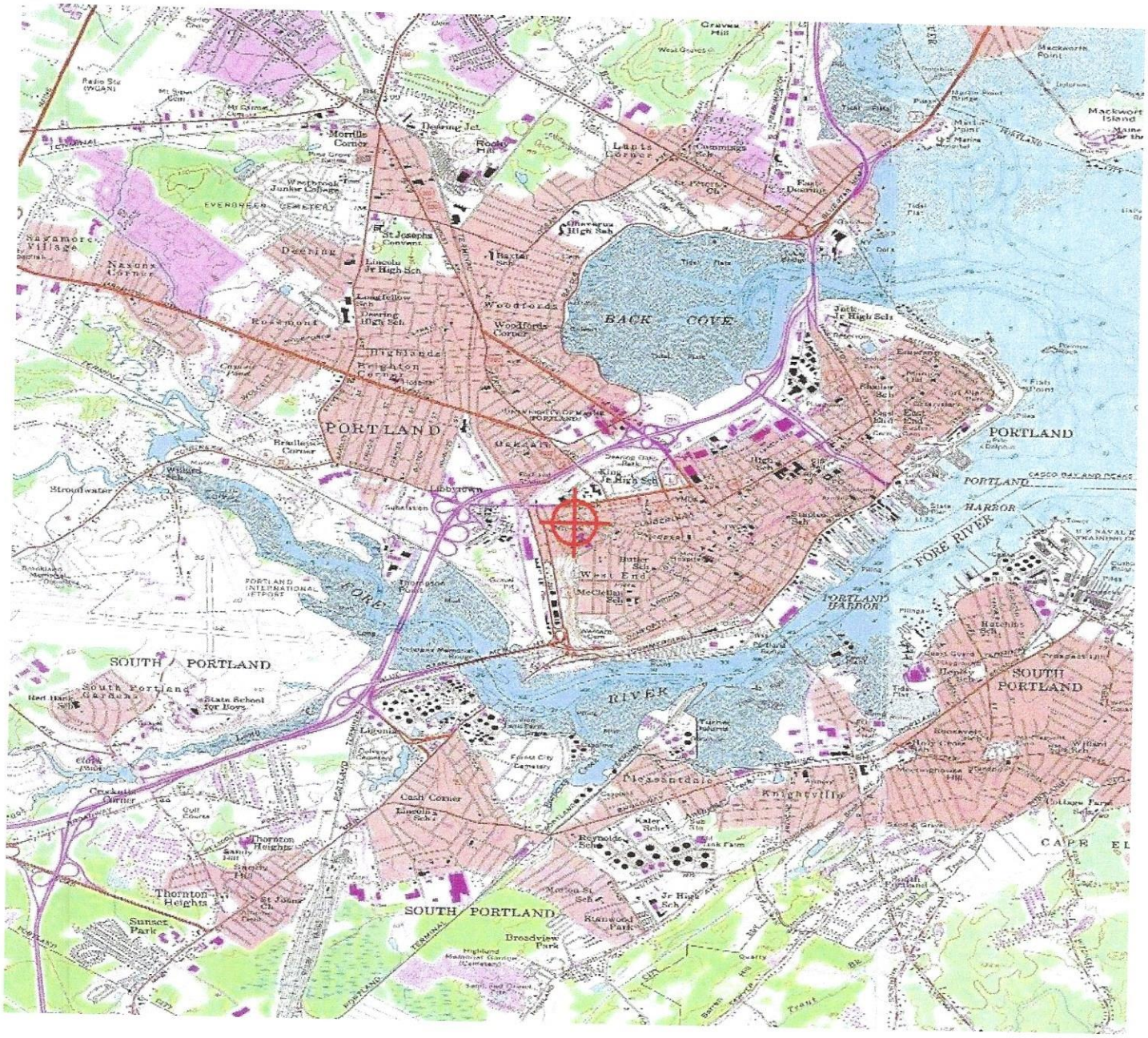
Click - Add 7460-2

Click- Request a NOTAM

Enter all information & save

6. Notify david.maddox@faa.gov and doug.ctr.felix@faa.gov when the crane has been removed from the work site.

TOPO Map for ASN 2018-ANE-1649-OE



Sectional Map for ASN 2018-ANE-1649-OE