Attachment P.1

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

FAA

Aeronautical Study No.
2012-ANE-264-OE
Prior Study No.
2010-ANE-836-OE

TAB 21

Issued Date: 05/18/2012

ROGER BOYINGTON
MAINE MEDICAL CENTER
22 BRAMHALL STREET
PORTLAND, ME 04102-3175

****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 (MAINE MEDICAL CENTER) |
| Location: | Portland, ME |
| Latitude: | 43-39-12.00N NAD 83 |
| Longitude: | 70-16-30.00W |
| Heights: | 135 feet site elevation (SE) |
| | 250 feet above ground level (AGL) |
| | 385 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 following condition(s), if any, is (are) met:
As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

See attachment for additional condition(s) or information.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified at least 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 during our core business hours (Monday through Friday, 9:00 a.m. to 3:00 p.m.) via telephone at 847-294-7575. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure. Voicemail messages are not acceptable notice.

**NOTIFICATION IS REQUIRED AGAIN VIA TELEPHONE AT 847-294-7575 WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.**

It is required that the manager of Portland International Jetport (PWM) at 207-772-0690 be notified at least 3 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 PWM Air Traffic Control Tower (ATCT, at 207-775-0602 be notified at least 3 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. P.2

Any height exceeding 250 feet above ground level (385 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 11/18/2013 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.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 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.

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.

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 (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2012-ANE-264-OE

**Signature Control No: 160440414-165055580** (TMP)
Vivian Vilaro
Specialist

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AERONAUTICAL STUDY NO. 2012-ANE-264-OE

Abbreviations
AGL - above ground level MSL - mean sea level RWY - runway
IFR - instrument flight rules VFR - visual flight rules nm - nautical mile
AMSL - above mean sea level
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

This temporary crane at 385 feet AMSL, (250 feet AGL) would be located approximately 7,198 feet (1.18 nm) northeast of the RWY 29 threshold of the Portland International Jetport (PWM), in Portland, ME. This crane will be used to set new roof top units onto the roof of the hospital. The crane will be in use for six hours. The crane could be used multiple times as needed during the period of the determination. The PWM airport elevation is 76 feet AMSL.

Scheduled time of operation: The crane would be on site for one day.

The temporary crane would exceed these PWM Part 77 protected surfaces.

Section 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. The temporary crane exceeds this surface by 50 feet.

Section 77.19(a)-- A horizontal plane 150 feet above 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 temporary crane would exceed the PWM horizontal surface by 159 feet.

The proposed crane has the following effects on IFR operations at PWM.

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria); It would have the following impact on the instrument flight procedures listed below:

ILS OR LOC Runway (RWY) 11 increases the Circling for Categories (CATS) A/B/C Minimum Descent Altitude (MDA) by 120 feet from 620 feet MSL to 740 feet MSL and FINUS FIX MINIMUMS Circling CATS A/B/C MDA ) by 120 feet from 620 feet MSL to 740 feet MSL.

ILS OR LOC RWY 29; RNAV (GPS) RWY 11; RNAV (GPS) RWY 18; RNAV (GPS) RWY 36 increase the Circling CATS A/B MDA by 120 to from 620 feet MSL to 740 feet MSL and CAT C by 100 feet from 640 feet MSL to 740 feet MSL.

RNAV (GPS) RWY 29; LNAV MDA increases by 100 feet from 560 feet MSL to 660 feet MSL ALL CATS. Increase the Circling MDA CATS A/B by 120 feet from 620 feet MSL to 740 feet MSL and CAT C by 100 feet from 640 feet MSL to 740 feet MSL.

A National Flight Data Center (NFDC) Notice to Airmen (NOTAM) is required to modify the PWM instrument procedures for the entire duration of this crane activity.

METHODS OF NOTIFICATION - Monday thru Friday, 7:00 a.m. to 2:p.m. CST P.4

E-mail is the preferred method of notification, and it must be sent to all of the following:

1. vivian.vilaro@faa.gov
2. suzanne.e.dempsey@faa.gov

Please provide the following information:

1. In subject line, please enter "NOTAM ALERT", then the aeronautical study number
2. Date and earliest time the structure would be brought onto the site the first day
3. Anticipated amount of time the equipment will be operating at this site
4. Coordinates, height above ground level (AGL) and height above mean sea level (AMSL)
5. Name of equipment operator and phone number where they can be reached immediately in the event of an emergency.

Leaving a voice message is not considered adequate FAA notification for initiating the safety of flight NOTAM.

If notification is provided via e-mail, you must request return receipt and if you don't receive notification that your message was received, you will be required to call the following numbers, in the order noted (DO NOT LEAVE THIS INFORMATION ON VOICEMAIL):

1. Vivian Vilaro, 847-294-7575
2. Suzanne Dempsey, 781-238-7522

The proposed crane does not constitute a substantial adverse effect because the structure would be temporary. The crane would not be a hazard to air navigation provided these additional conditions identified below are strictly met:

1) Before the crane is raised, PWM ILS RWY 29 Glide Slope (GS) shall be removed from service and a Notice to Airmen (NOTAM) issued. Authorization to erect the crane is contingent upon the proponent providing advance notice by initiating coordination with the local PWM FAA offices for request of an estimated time period for proposed crane operations, i.e. erect and/or in use. Coordination of requests for all crane activity and facility service outage requests shall be initiated with PWM AT Operations Supervisor, 207-775-0602 and PWM Tech Ops SSC (207) 780-3739 a minimum of 3 days in advance. Initial requests to obtain an estimated time/date window for a service outage allowing crane operations is dependent on forecasted wind/ weather conditions and anticipated PWM ATC operations. Final approval is not guaranteed. Final approval will be granted based on real time coordination on the day of the event by both local AT Operations and Tech Operations offices immediately prior to allowing the crane to be raised. The crane operator shall provide contact information in the event ATC requirements change requiring the crane to be lowered.

2) This temporary crane shall be marked with red light and flag. Red light must conform to chapter 5, red obstruction light system, (L-810 or equivalent and minimum 32.5 candela) and flag must conform to chapter 3, marking guidelines, in accordance with FAA's advisory circular 70/7460-1K, Obstruction marking and Lighting. Copy of advisory circular 70/7460-1k can be viewed and/or downloaded at https://oeaaa.faa.gov/ oeaaa/external/content/AC70_7460_1K.pdf.

3) The sponsor shall notify the Manager Portland International Jetport (PWM) at 207-772-0690 at least three (3) business days prior to erecting the crane.

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4) Sponsor shall notify the Manager of PWM Air Traffic Control Tower (ATCT, at 207-775-0602, at least three (3) business days prior to erecting the crane. The crane may NOT be erected/raised/set in place until this coordination has been completed and sponsor will notify the airport manager when the project is completed and when the crane is removed. Sponsor shall provide the contact phone number of the crane operator schedule to lower the crane if/when necessary along with any revision in the crane operation schedule.

5) The temporary crane shall be lowered to the ground at night and/or when not in use.

The listed individuals shall also be contacted IMMEDIATELY when the work is completed and the temporary crane has been removed from the work site so the NOTAM may be cancelled.

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## ALL of My Cases (Off Airport)

**Please refer to the assigned ASN on all inquiries to the FAA**

| All Cases | Filter by Case Status | Cases Requiring Action |
|---|---|---|
| Show All Cases (1) | Draft (0) \| Accepted (0) \| Work In Progress (1)<br>Interim (0) \| Determined (0) \| Circularized (0) \| Terminated (0) | 7460-2 Required (0) \| Add Letter (0)<br>Cases Due to Expire (0) |

Records 1 to 1 of 1 Page 1 of 1

View Folder | Create Folder | Manage Folders | Transfer Cases

| | ASN | Folder Name | Project Name | Structure Name | Status | Date Accepted | Date Determined | 7460-2 Received | City | State |
|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | 2013-ANE-727-OE | | MAINE-000241198-13 | (Bean 2 Roof) | Work In Progress | 06/10/2013 | | | portland | ME |

Move To: Archive

Rows per Page: 20

Records 1 to 1 of 1 Page: 1 Page 1 of 1

**Draft:** Cases that have been saved by the user but have not been submitted to the FAA.
**Accepted:** Cases that have been submitted to the FAA.
**Add Letter:** Cases that have been reviewed by the FAA and require additional information from the user.
**Work in Progress:** Cases that are being evaluated by the FAA.
**Interim:** Cases that have been reviewed by the FAA and require resolution from the user.
**Determined:** Cases that have a completed aeronautical study and an FAA determination.
**Terminated:** Cases that are no longer valid.
**Please allow the FAA a minimum of 45 days to complete a study.**
**Case Transfer:**
- **Use the check box(es) to select the case(s) you want to transfer.**
- **Select the "Transfer Cases button" to open the "Manage Transfer Cases" screen.**

**Note: Drafts and cases in Add and Terminated status can not be transferred.**
Click here to contact the appropriate representative.

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## Notice of Proposed Construction or Alteration - Off Airport

**Sponsor (person, company, etc. proposing this action)**

* Sponsor: maine medical center

**Construction / Alteration Information**

* Notice Of: Construction
* Duration: Permanent
*If Temporary :* Months: Days:
Work Schedule - Start: 07/01/2013 (mm/dd/yyyy)
Work Schedule - End: 11/01/2014 (mm/dd/yyyy)

**For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.*

State Filing:

**Structure Summary**

* Structure Type: Building
* Structure Name: Bean 2 Roof
NOTAM Number:
FCC Number:
Prior ASN: - - - OE
Micro-Siting: Yes

**For Wind Turbine/Met Tower-Only check this box if you are re-filing a location previously studied due to micro-siting. The FAA will validate your latitude/longitude coordinates against the prior ASN to ensure the structure has not moved more than 500 feet.*

**Structure Details**

* Latitude: 43 ° 39 ' 13 " N
* Longitude: 70 ° 16 ' 35 " W
* Horizontal Datum: NAD83
* Site Elevation (SE): 131 (nearest foot)
* Structure Height (AGL): 85 (nearest foot)
* Current Height (AGL): (nearest foot)
** For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal*
* Nacelle Height (AGL): (nearest foot)
** For Wind Turbines 500ft AGL or greater*
* Requested Marking/Lighting: None
*Other :*
Audio Visual Warning System(AVWS): Yes
** Only check this box if you are proposing the installation and use of an Audio Visual Warning System*
* Current Marking/Lighting: None
*Other :*
* Nearest City: portland
* Nearest State: Maine
* Description of Location: 1.2 miles ENE from Portland Jetport to proposed structure
*On the Project Summary page upload any certified survey.*
* Description of Proposal: Vertical expansion of an existing hospital building.

**Common Frequency Bands**

| | Low Freq | High Freq | Freq Unit | ERP | ERP Unit |
|---|---|---|---|---|---|
| | 698 | 806 | MHz | 1000 | W |
| | 806 | 824 | MHz | 500 | W |
| | 824 | 849 | MHz | 500 | W |
| | 851 | 866 | MHz | 500 | W |
| | 869 | 894 | MHz | 500 | W |
| | 896 | 901 | MHz | 500 | W |
| | 901 | 902 | MHz | 7 | W |
| | 930 | 931 | MHz | 3500 | W |
| | 931 | 932 | MHz | 3500 | W |
| | 932 | 932.5 | MHz | 17 | dBW |
| | 935 | 940 | MHz | 1000 | W |
| | 940 | 941 | MHz | 3500 | W |
| | 1850 | 1910 | MHz | 1640 | W |
| | 1930 | 1990 | MHz | 1640 | W |
| | 2305 | 2310 | MHz | 2000 | W |
| | 2345 | 2360 | MHz | 2000 | W |

**Specific Frequencies**

Add Specific Frequency

**Additional Location(s)**

Add New Location(s)

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking and lighting standards as necessary.

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## Project Submission Success
## Project Name: MAINE-000241198-13

Project MAINE-000241198-13 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):
**2013-ANE-727-OE**

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

It is the responsibility of each e-filer to exercise due diligence to determine if coordination of the proposed construction or alteration is necessary with their state aviation department. Please use the link below to contact your state aviation department to determine their requirements:
State Aviation Contacts