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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
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Aeronautical Study No.
2013-ANE-848-OE

Issued Date: 11/01/2013

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**** 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:	Building (45 Stuart Street A-10)
Location:	Boston, MA
Latitude:	42-21-05.29N NAD 83
Longitude:	71-03-50.45W
Heights:	14 feet site elevation (SE)
	338 feet above ground level (AGL)
	352 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 K Change 2, 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 I)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

Any height exceeding 338 feet above ground level (352 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 05/01/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) 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 subject to review if an interested party files a petition that is received by the FAA on or before December 01, 2013. 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 Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on December 11, 2013 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 Cindy Whitten, at (816) 329-2528. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2013-ANE-848-OE.

Signature Control No: 192696131-200880345

(DNH)

John Page

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

The proposed new structure is a building at a height of between 287 to 338 feet Above Ground Level (AGL). Each of the eleven studies listed below represents a separate corner for the building. The proposed construction project (11 corner points) will be located approximately 11,000 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

In order to facilitate the public comment process, results of the separate analyses done for each of the eleven building corners that exceeded obstruction standards under the study numbers listed below were combined into one public circularization. At the end of this study period, all comments received from the public circularization were considered in completing the final, separate determinations for each of the proposed building corners (all 11 corner points for the building) under their respective Aeronautical Study Numbers (ASN) below.

The proposal was circularized on September 23, 2013, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No objections were received.

Aeronautical study disclosed that the proposed structure would have no effect on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations or procedures.

The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes or minimum vectoring altitudes.

The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight. The proposed structure will not be located within the traffic pattern airspace, therefore it will not conflict with airspace required to conduct normal VFR traffic pattern and/or visual approach operations at BOS or any other known public use or military airports.

The proposed structure will be appropriately obstruction marked and/or lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be 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 structure 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 providing the conditions set forth in this determination are met.

2013-ANE-839-OE: 42-21-04.81N and 71-03-51.23W

The proposed new structure is a building at 311 feet Above Ground Height (AGL)/326 feet Above Mean Sea Level (AMSL). This study (Point A-1) is for one of eleven building corners. The proposed structure will be located approximately 11,235 feet west of the approach end of Runway 14 at the General Edward Lawrence

Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 106 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 102 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 70 feet.

2013-ANE-840-OE: 42-21-05.61N and 71-03-51.03W

The proposed new structure is a building at 311 feet Above Ground Height (AGL)/326 feet Above Mean Sea Level (AMSL). This study (Point A-2) is for one of eleven building corners. The proposed structure will be located approximately 11,207 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 106 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 103 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 63 feet.

2013-ANE-841-OE: 42-21-05.68N and 71-03-50.47W

The proposed new structure is a building at 287 feet Above Ground Height (AGL)/302 feet Above Mean Sea Level (AMSL). This study (Point A-3) is for one of eleven building corners. The proposed structure will be located approximately 11,164 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 82 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 81 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 42 feet.

2013-ANE-842-OE: 42-21-05.43N and 71-03-48.58W

The proposed new structure is a building at 291 feet Above Ground Height (AGL)/302feet Above Mean Sea Level (AMSL). This study (Point A-4) is for one of eleven building corners. The proposed structure will be located approximately 11,028 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 82 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 88 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 55 feet.

2013-ANE-843-OE: 42-21-04.95N and 71-03-48.70W

The proposed new structure is a building at 290 feet Above Ground Height (AGL)/302feet Above Mean Sea Level (AMSL). This study (Point A-5) is for one of eleven building corners. The proposed structure will be located approximately 11,045 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 82 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 87 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 59 feet.

2013-ANE-844-OE: 42-21-04.11N and 71-03-50.15W

The proposed new structure is a building at 333 feet Above Ground Height (AGL)/346 feet Above Mean Sea Level (AMSL). This study (Point A-6) is for one of eleven building corners. The proposed structure will be located approximately 11,167 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 126 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 125 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 104 feet.

2013-ANE-845-OE: 42-21-04.21N and 71-03-50.85W

The proposed new structure is a building at 332 feet Above Ground Height (AGL)/346 feet Above Mean Sea Level (AMSL). This study (Point A-7) is for one of eleven building corners. The proposed structure will be located approximately 11,217 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 126 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 122 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 99 feet.

2013-ANE-846-OE: 42-21-05.41N and 71-03-50.53W

The proposed new structure is a building at 332 feet Above Ground Height (AGL)/346 feet Above Mean Sea Level (AMSL). This study (Point A-8) is for one of eleven building corners. The proposed structure will be located approximately 11,173 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 126 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 125 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 88 feet.

2013-ANE-847-OE: 42-21-05.32N and 71-03-49.86W

The proposed new structure is a building at 332 feet Above Ground Height (AGL)/346 feet Above Mean Sea Level (AMSL). This study (Point A-9) is for one of eleven building corners. The proposed structure will be located approximately 11,125 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 126 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 127 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 93 feet.

2013-ANE-848-OE: 42-21-05.29N and 71-03-50.45W

The proposed new structure is a building at 338 feet Above Ground Height (AGL)/352 feet Above Mean Sea Level (AMSL). This study (Point A-10) is for one of eleven building corners. The proposed structure will be located approximately 11,169 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 132 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 131 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 96 feet.

2013-ANE-849-OE: 42-21-05.07N and 71-03-50.34W

The proposed new structure is a building at 338 feet Above Ground Height (AGL)/352 feet Above Mean Sea Level (AMSL). This study (Point A-11) is for one of eleven building corners. The proposed structure will be located approximately 11,165 feet west of the approach end of Runway 14 at the General Edward Lawrence Logan International Airport (BOS), Boston, MA. The proposed structure is identified as exceeding 14 CFR, part 77, obstruction standards as follows as applied to the BOS Airport:

Section 77.17(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles; would exceed by 132 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23; would exceed the conical surface by 131 feet.

Section 77.23(b): The approach surface for the proposed public use Kneeland street heliport (ID: 3857) by 99 feet.

TOPO Map for ASN 2013-ANE-848-OE

