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

Aeronautical Study No.
2021-ANE-2-OE

Issued Date: 05/05/2021

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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 Tower Crane 1&2
Location:	Portland, ME
Latitude:	43-39-14.00N NAD 83
Longitude:	70-16-38.00W
Heights:	33 feet site elevation (SE)
	360 feet above ground level (AGL)
	393 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 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) 267-0105, or j.garver@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-2-OE

Signature Control No: 462176107-479808661 (TMP)
Jay Garver
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 360 feet above ground level, 393 feet above mean sea level.

Location: The structure will be located 1.45 nautical miles east of PWM Airport reference point.

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 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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 PORTLAND INTL JETPORT, (207) 756-8310 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 PORTLAND INTL JETPORT Air Traffic Control Tower @ (207) 552-1415 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 11/05/2022 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

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 2021-ANE-2-OE

The proposed temporary crane would be located approximately 1.45 nautical miles northeast of the Portland International Jetport (PWM), Airport Reference Point (ARP), 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 PWM as follows:

Section 77.17 (a) (2): A height that is 200 feet Above Ground Level (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 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. The proposal exceeds by 118 ft.

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

At 393 feet (ft.) Above Mean Sea Level (AMSL), Area Navigation / Global Positioning System (RNAV / GPS) RWY 29, increase lateral navigation (LNAV) Minimum Descent Altitude (MDA) from 580 ft. AMSL to 680 ft. AMSL.

Increase Category (CAT) A/B/C circling MDA from 620/640/740 ft. AMSL to 760 ft. AMSL.

Instrument landing System (ILS) or Localizer (LOC) RWY 11 W/ FINUS FIX MINIMUMS, ILS OR LOC RWY 29, RNAV (GPS) RWY 11, RNAV (GPS) RWY 36, increase CAT A/B/C circling MDA from 620/640/740 ft. AMSL to 760 ft. AMSL.

ILS OR LOC RWY 11, increase CAT A/B/C circling MDA from 700/700/740 ft. AMSL to 760 ft. AMSL.

RNAV (GPS) RWY 18, increase CAT A/B/C circling MDA from 740/740/740 ft. AMSL to 760 ft. AMSL.

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), Horizontal Surface: 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 proposal exceeds the Horizontal Surface by 168 ft.

The proposal also exceeds the VFR traffic pattern's Conical Surface by up to 86 ft. as applied to visual runways at PWM.

The temporary crane does not constitute substantial adverse effect because the equipment would be temporary. The crane 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 shall contact the Portland international Airport Jetport (PWM) Airfield Manager at 207-756-8310 a minimum of five (5) working days prior to the temporary crane being raised, and when operations are complete.

2. The temporary crane operator shall contact Portland International Jetport (PWM) Air Traffic Control Tower (ATCT) Manager at (207) 552-1415 a minimum of five (5) working days prior to the temporary crane being raised, and when operations are complete.

3. The temporary crane operator shall maintain a form of direct two way communications at all times with the PWM ATC by providing his phone number on initial contact.

4. The temporary crane must be lowered to the ground when instructed to do so by ATC.

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

6. A NOTAM request must be e-filed to mitigate the IFR impacts at least five (5) working days in advance by the sponsor or representative to ensure the safety of air navigation. 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 and cancelled accordingly through the FAA automated OE/AAA system. Instructions are as follows:

Login to: oeaaa.faa.gov web site

Click-Temporary Structure Notification

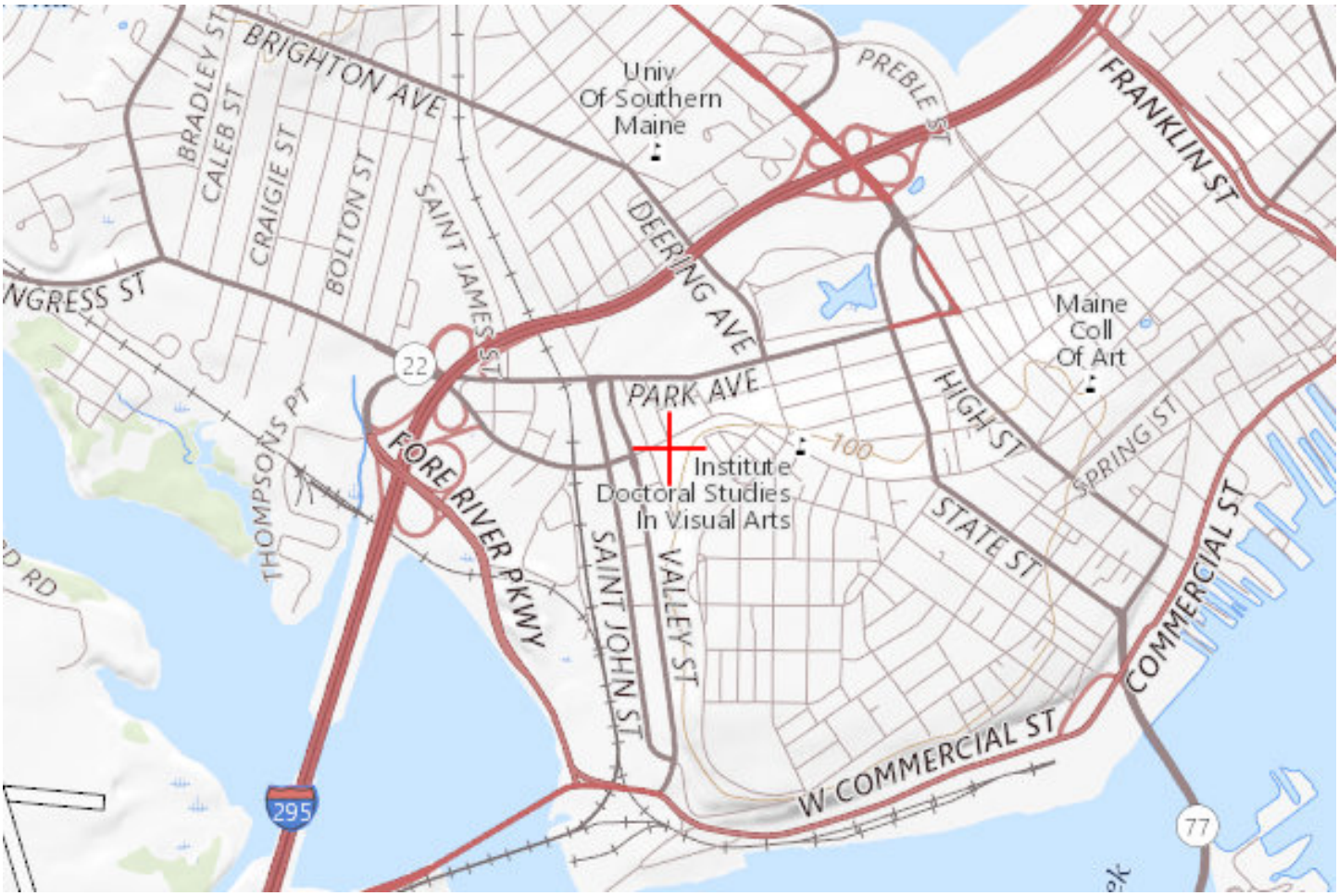
Enter the aeronautical study number (ASN) & click search

Click - Add 7460-2

Click- Request a NOTAM

Enter all information & save

TOPO Map for ASN 2021-ANE-2-OE



Sectional Map for ASN 2021-ANE-2-OE