



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

Aeronautical Study No.
2022-ANE-1367-OE
Prior Study No.
2019-ANE-2453-OE

Issued Date: 08/15/2022

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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:	Tower on existing Bldg at One Beacon Street
Location:	Boston, MA
Latitude:	42-21-31.00N NAD 83
Longitude:	71-03-39.00W
Heights:	62 feet site elevation (SE) 629 feet above ground level (AGL) 691 feet above mean sea level (AMSL)

This aeronautical study revealed that the 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, a med-dual system-Chapters 4,8(M-Dual),&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 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 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 02/15/2024 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 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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817) 222-5935, or kenneth.patterson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ANE-1367-OE.

Signature Control No: 515446976-547904276

(EBO)

Ken Patterson
Specialist

Attachment(s)
Additional Information
Frequency Data

Map(s)

cc: FCC

Additional information for ASN 2022-ANE-1367-OE

At 691 AMSL, 2C, General Edward Lawrence Logan Intl (BOS) Boston, MA. Obstacle penetrates RWY 22R 40:1 departure surface 124 feet, however, current published departure routing mitigates penetration, No IFR Effect. /// Obstacle penetrates RWY 22L 40:1 departure surface 71 feet, however, current published departure routing mitigates penetration, No IFR Effect. /// Obstacle penetrates RWY 27 40:1 departure surface 362 feet, however, required climb gradient is less than published, No IFR Effect. /// Obstacle penetrates RWY 32 40:1 departure surface 311 feet, however, departure NA due to Environmental, No IFR Effect. /// Obstacle penetrates RWY 33R 40:1 departure surface 93 feet, however, departure NA due to Environmental, No IFR Effect. /// Obstacle penetrates RWY 33L 40:1 departure surface 114 feet, however, current published departure routing mitigates penetration, No IFR Effect.

No objection providing that your spurious emissions are less than the FCC minimum requirement of -13dbm by -5.33 db which equals -18.33 dbm.

Frequency Data for ASN 2022-ANE-1367-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	42	dBW
6	7	GHz	55	dBW
10	11.7	GHz	42	dBW
10	11.7	GHz	55	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
18	18	GHz	1	W
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
31.0375	31.5375	GHz	25	dBm
61	63	GHz	5	dBW
453	454	MHz	100	W
554	560	MHz	15	kW
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
929	932	MHz	3500	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
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1990	MHz	1640	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2496	2690	MHz	500	W
5660	6160	MHz	14	dBm
81750	82000	MHz	13	dBm
83375	83575	MHz	7	dBm
84250	84550	MHz	13	dBm



