



Mail Processing Center
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-ASW-12911-OE

Issued Date: 08/22/2022

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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:	Tower Crane The Modern Tower Crane
Location:	Austin, TX
Latitude:	30-15-36.99N NAD 83
Longitude:	97-44-18.50W
Heights:	470 feet site elevation (SE) 845 feet above ground level (AGL) 1315 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 (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASW-12911-OE

Signature Control No: 536344903-550769772

(TMP)

Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2022-ASW-12911-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 845 feet above ground level, 1315 feet above mean sea level.

Location: The structure will be located 5.31 nautical miles northwest of AUS Airport reference point.

Case Description for ASN 2022-ASW-12911-OE

Filing is for temporary tower crane for use to construct a new tower.

Schedule: Contact the AUS support specialist 60 days prior to the crane exceeding 579 AGL / 1049 MSL at 512-369-7831 in order for minimum vectoring charts to be amended and once again when the crane is complete.

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

Section 77.17 (a) (1) by 346 feet - a height more than 499 feet above ground level.

Section 77.17 (a) (2) by 357 feet - a height that exceeds 958 feet above mean sea level within 5.31 nautical miles of U_AUS.

Section 77.17 (a) (3) by 95 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate AT 1315 AMSL, 4D, AUSTIN ATCT, AUSTIN TX, AUS_MVA_FUS5_2021, MINIMUM VECTORING ALTITUDE (MVA) INCREASE AUS SECTOR A FROM 2000 TO 2300, NEH 1049 AMSL. ///AUS_MVA_FUS3_2021, MINIMUM VECTORING ALTITUDE (MVA) INCREASE AUS SECTOR A FROM 2000 TO 2300, NEH 1049 AMSL. INCREASE AUS SECTOR J FROM 2200 TO 2300, NEH 1249 AMSL. ###AUSTIN-BERGSTROM INTL (AUS), AUSTIN, TX. OBSTACLE PENETRATES RWY 36L 40:1 DEPARTURE SURFACE, HOWEVER, TEXTUAL DEPARTURE PROCEDURE MITIGATES IFR EFFECT. ///INCREASE CIRCLING CAT E MDA, ALL PROCEDURES, FROM 1520 TO 1680, NEH 1170. W/2C FROM 1520 TO 1620, NEH 1220 AMLS.

Preliminary FAA study indicates that the above mentioned structure would:

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

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 3 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 AUSTIN-BERGSTROM INTL, (512) 530-2242 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 AUSTIN-BERGSTROM INTL Air Traffic Control at 512-369-7800 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.

This determination expires on 02/22/2024 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.

You must contact the FAA as specified above to request a Flight Data Center (FDC) Notice to Airman (NOTAM) in order to coordinate the following:

AT 1315 AMSL, 4D, AUSTIN ATCT, AUSTIN TX, AUS_MVA_FUS5_2021, MINIMUM VECTORING ALTITUDE (MVA) INCREASE AUS SECTOR A FROM 2000 TO 2300, NEH 1049 AMSL. /// AUS_MVA_FUS3_2021, MINIMUM VECTORING ALTITUDE (MVA) INCREASE AUS SECTOR A FROM 2000 TO 2300, NEH 1049 AMSL. INCREASE AUS SECTOR J FROM 2200 TO 2300, NEH 1249 AMSL. ###AUSTIN-BERGSTROM INTL (AUS), AUSTIN, TX. OBSTACLE PENETRATES RWY 36L 40:1 DEPARTURE SURFACE, HOWEVER, TEXTUAL DEPARTURE PROCEDURE MITIGATES IFR EFFECT. ///INCREASE CIRCLING CAT E MDA, ALL PROCEDURES, FROM 1520 TO 1680, NEH 1170. W/2C FROM 1520 TO 1620, NEH 1220 AMLS.

You must also contact the FAA as specified above when the temporary structure has been removed from the site to cancel the NOTAM(s). If it specifies above that you must contact the FAA via e-filing, please visit the instructions link at oeaaa.faa.gov and review the NOTAM Efile Desk Reference Guide for assistance.



