



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

Aeronautical Study No.
2020-ANE-4447-OE

Issued Date: 11/14/2023

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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 Point 5
Location:	Cambridge, MA
Latitude:	42-22-09.48N NAD 83
Longitude:	71-04-46.81W
Heights:	13 feet site elevation (SE) 300 feet above ground level (AGL) 313 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:

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

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, 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.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-ANE-4447-OE.

Signature Control No: 446298132-604642590

(EBO)

Stephanie Kimmel
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-ANE-4447-OE

The proposed project is the renovation of an existing building (OAS # 25-000162), resulting in a reduction in the overall height of the building. The project, consisting of seven building points at a height of up to 300 feet (ft.) above ground level (AGL) / 313 ft. above mean sea level (AMSL), is located approximately 3.26 nautical miles (NM) west of the General Edward Lawrence Logan International Airport (BOS) airport reference point (ARP), Boston, MA.

Each point was studied separately at the location(s) and height(s) shown below:

2020-ANE-4443-OE: 42-22-09.29N / 71-04-47.95W / 290 ft. AGL / 303 ft. AMSL

2020-ANE-4444-OE: 42-22-09.44N / 71-04-47.62W / 297 ft. AGL / 310 ft. AMSL

2020-ANE-4445-OE: 42-22-09.91N / 71-04-47.28W / 290 ft. AGL / 303 ft. AMSL

2020-ANE-4446-OE: 42-22-09.73N / 71-04-46.75W / 300 ft. AGL / 313 ft. AMSL

2020-ANE-4447-OE: 42-22-09.48N / 71-04-46.81W / 300 ft. AGL / 313 ft. AMSL

2020-ANE-4448-OE: 42-22-09.71N / 71-04-45.72W / 290 ft. AGL / 303 ft. AMSL

2020-ANE-4449-OE: 42-22-09.06N / 71-04-45.33W / 297 ft. AGL / 310 ft. AMSL

The proposed building points have been identified as obstructions under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to BOS as follows:

Section 77.17 (a) (2): A height that is 200 ft. 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 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional nautical mile from the airport up to a maximum of 499 ft. The proposal exceeds by up to the following:

2020-ANE-4443-OE: 55 ft.

2020-ANE-4444-OE: 62 ft.

2020-ANE-4445-OE: 56 ft.

2020-ANE-4446-OE: 66 ft.

2020-ANE-4447-OE: 66 ft.

2020-ANE-4448-OE: 58 ft.

2020-ANE-4449-OE: 65 ft.

The proposals were not circularized to the public for comment, because circularization for existing structures is determined on a case-by-case basis and current FAA obstruction evaluation policy does not require

circularization of those proposals that only exceed Section 77.17 (a) (2) and are not located within an airport's visual flight rules (VFR) traffic pattern airspace.

Aeronautical study disclosed that the proposals would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or aeronautical facilities at BOS or at any other known public use or military airport. Information on the proposals shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposals would exceed section 77.17 (a) 2 as noted above, but would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposals would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at BOS or at any other public-use, joint-use, or military airport. The proposals would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at a height of up to 300 ft. AGL, the building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structures should be lit with red lights at select locations to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposals, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposals 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 as long as all conditions written within this determination are met.

