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

Aeronautical Study No.
2017-ANE-1180-OE

Issued Date: 06/20/2017

Warren Nighan
Cape Cod Training Center, LLC
128 Devon Lane
Marston Mills, MA 02648

**** 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:	Light Pole Sports Field Lighting Bank #2
Location:	Barnstable, MA
Latitude:	41-40-57.58N NAD 83
Longitude:	70-17-56.45W
Heights:	68 feet site elevation (SE)
	50 feet above ground level (AGL)
	118 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 50 feet above ground level (118 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 12/20/2018 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 July 20, 2017. 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 Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on July 30, 2017 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.

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 Darin Clipper, at (404) 305-6531, or darin.clipper@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ANE-1180-OE.

Signature Control No: 328357672-335808491 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2017-ANE-1180-OE

The eight (8) proposed baseball field light poles at the Cape Cod Training Center Sports Field, not exceeding a height of 50 feet (ft.) above ground level (AGL), 118 ft. above means sea level (AMSL), would be located approximately 2,541 ft. - 2,902 ft. northwest of the proposed approach end of Runway (RWY) 15 near Barnstable Municipal-Boardman/Polando Field (HYA), Barnstable, MA.

Each light pole was studied separately at the location(s) and height(s) outlined below.

2017-ANE-1179-OE: 41-40-58.15N/ 70-17-54.92W / 50 ft. AGL / 118 ft. AMSL (Pole # 1)
2017-ANE-1180-OE: 41-40-57. 58N/70-17-56.45W / 50 ft. AGL / 118 ft. AMSL (Pole # 2)
2017-ANE-1181-OE: 41-40-58.13N/ 70-17-57.82W / 50 ft. AGL / 118 ft. AMSL (Pole # 3)
2017-ANE-1182-OE: 41-40-58.80N/ 70-17-59.78W / 50 ft. AGL / 118 ft. AMSL (Pole # 4)
2017-ANE-1183-OE: 41-40-59.84N/ 70-17-59.51W / 50 ft. AGL / 118 ft. AMSL (Pole # 5)
2017-ANE-1184-OE: 41-41-00.61N/ 70-17-58.75W / 50 ft. AGL / 118 ft. AMSL (Pole # 6)
2017-ANE-1185-OE: 41-40-59.94N/ 70-17-56.71W / 50 ft. AGL / 118 ft. AMSL (Pole # 7)
2017-ANE-1186-OE: 41-40-59.72N/ 70-17-55.25W / 50 ft. AGL / 118 ft. AMSL (Pole # 8)

The proposals were identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to HYA as follows:

Section 77.17 (a) (3). A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria).

2017-ANE-1179-OE:
At 118 ft. AMSL, Barnstable Muni-Boardman/Polando Field (HYA), MA. Obstacle penetrates RWY 33 (PROPOSED) Initial Climb Area (ICA) 2 ft. Qualifies as low, close-in penetration with climb gradient termination altitude 200 ft. or less above Departure End of RWY (DER), requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES (PROPOSED), NOTE: RWY 33, light pole 2494 ft. from DER, 498 ft. right of centerline at 50 ft. AGL / 118 ft. AMSL.

2017-ANE-1180-OE:
At 118 ft. AMSL, Barnstable Muni-Boardman/Polando Field (HYA), MA. Obstacle penetrates RWY 33 (PROPOSED) ICA by 1 ft. Qualifies as low, close-in penetration with climb gradient termination altitude 200 ft. or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES (PROPOSED), NOTE: RWY 33, light pole 2525 ft. from DER, 372 ft. right of centerline at 50 ft. AGL / 118 ft. AMSL.

2017-ANE-1181-OE: Does not exceed (DNE)
2017-ANE-1182-OE: DNE
2017-ANE-1183-OE: DNE
2017-ANE-1184-OE: DNE
2017-ANE-1185-OE: DNE
2017-ANE-1186-OE: DNE

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 (d): Approach Surface. A surface horizontally centered on the extended RWY centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that RWY end. The proposals would exceed the (proposed) RWY 15 Approach Surface by up to the following:

2017-ANE-1179-OE: 18 ft.
2017-ANE-1180-OE: 18 ft.
2017-ANE-1181-OE: 16 ft.
2017-ANE-1182-OE: 13 ft.
2017-ANE-1183-OE: 11 ft.
2017-ANE-1184-OE: 11 ft.
2017-ANE-1185-OE: 14 ft.
2017-ANE-1186-OE: 16 ft.

The proposals were issued Notice of Presumed Hazard letters on May 1, 2017. To facilitate the public comment process in an efficient manner, all case studies were included in the public notice issued on May 3, 2017 under case study 2017-ANE-1179-OE, however, separate determinations shall be issued for each individual case. After circularization to all known aviation interests and to non-aeronautical interests that may be affected by the proposals, no letters of objection were received as a result of circularization.

Aeronautical study disclosed that only two proposals identified above would penetrate the RWY 33 (proposed) ICA by up to 2 ft. requiring a note to be added to the TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES publication advising pilots of the location(s) and height(s) of the structure(s). It would not require a change in the required climb gradient or departure weather minimums and the addition of the departure note is not considered to be a significant impact. The proposals would have no other effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or aeronautical procedures. Information on all proposals shall be forwarded for appropriate aeronautical charting.

Study for possible visual flight rules (VFR) effect disclosed all proposals would exceed 77.19 (d) (proposed RWY 15 Approach Surface) 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 any public-use, joint-use, or military airports. 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 50 ft. AGL, the proposals 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.

Lighting the proposals is recommended (red lights) at designated locations as noted in each individual case determination to make it more conspicuous to airmen should circumnavigation be necessary as noted in each separate determination.

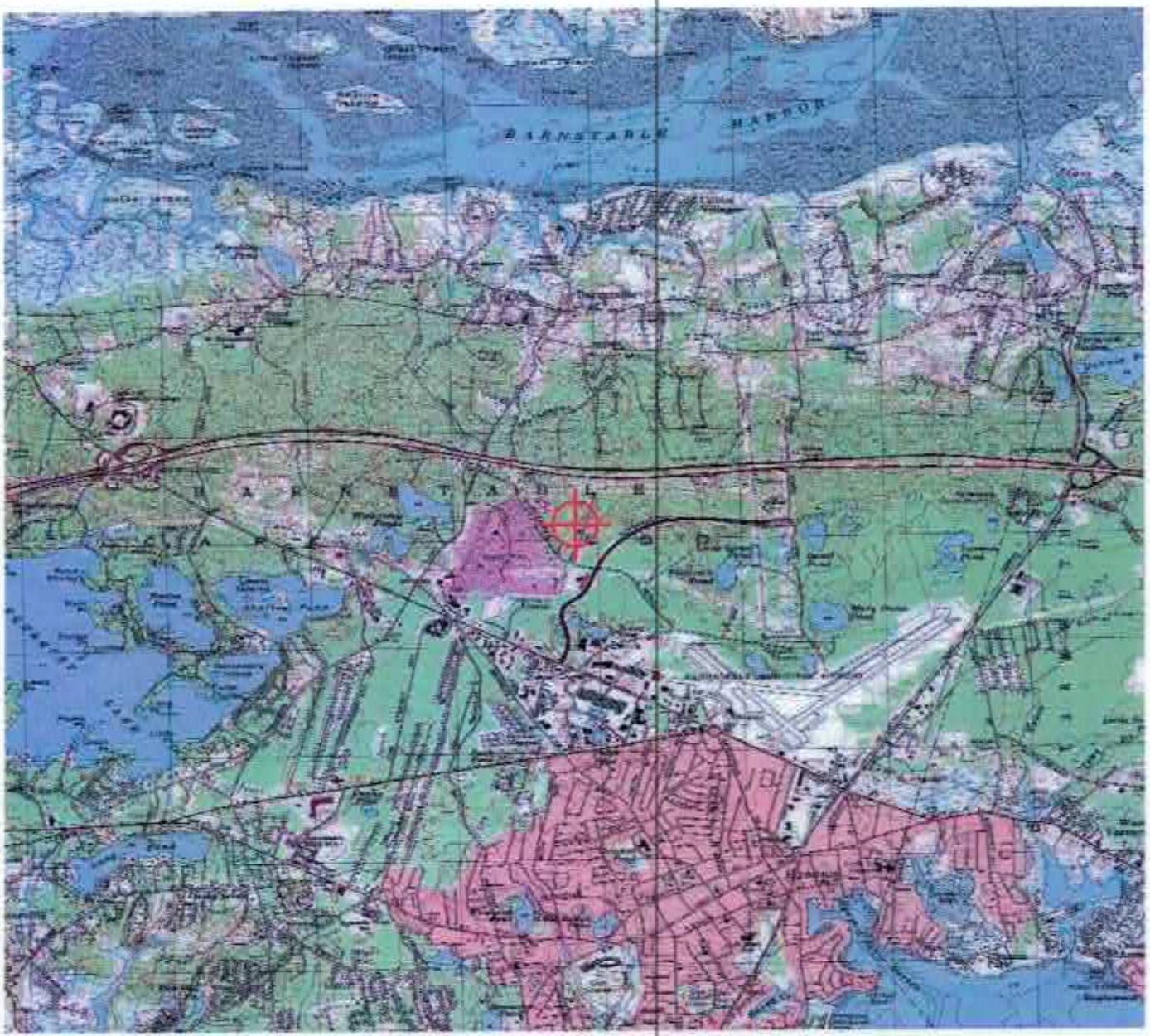
The cumulative impact of the proposals, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity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

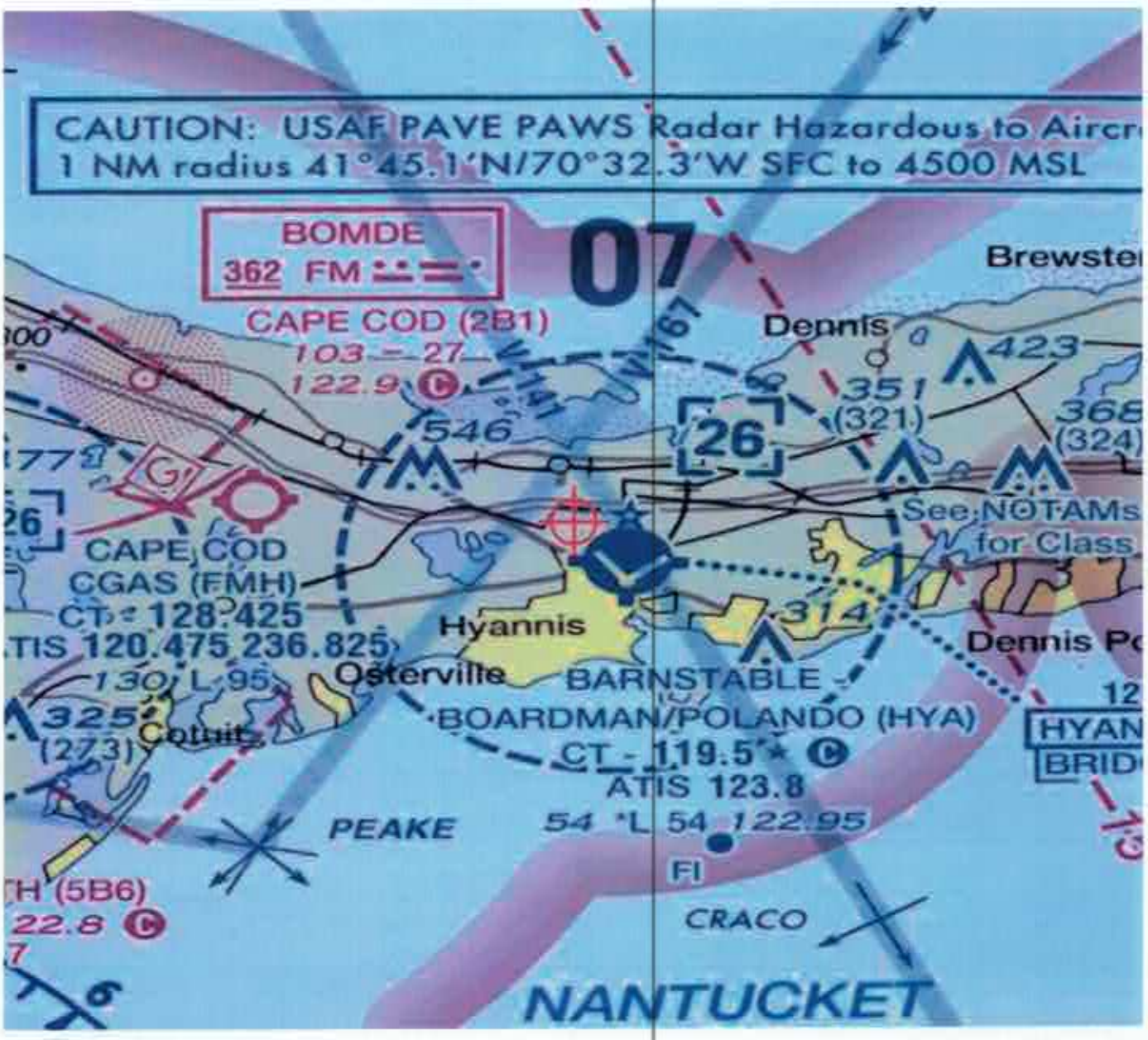
Therefore, it is determined that the proposals would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.

Additional Conditions: Any construction that requires the use of a crane or multiple cranes for these proposals should be e-filed with the FAA at least 90-120 days prior to crane operations exceeding the structures AMSL height. When a crane is e-filed with the FAA, it is recommended that a lift plan, jump schedule, crane specifications documents, and marking and lighting plan be attached with the e-filed proposal to ensure the FAA evaluation is completed as expeditiously as possible. Additionally, based upon IFR impacts, either a 1A or 2C survey may be requested prior to crane determinations being issued based upon those impacts.

Installation of Monopole and Bank of Floodlights for illumination of playing field

TOPO Map for ASN 2017-ANE-1180-OE

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BOMDE
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Brewste
CAPE COD (2B1)
103 – 27
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Dennis
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(273)
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BOARDMAN/POLANDO (HYA)
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PEAKE
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Aeronautical Study No.
2016-ANE-3105-OE

Issued Date: 10/19/2016

Warren Nighan
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128 Devon Lane
Marston Mills, MA 02648

**** 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 Cape cod training Center
Location:	Barnstable, MA
Latitude:	41-41-04.16N NAD 83
Longitude:	70-17-53.27W
Heights:	82 feet site elevation (SE)
	29 feet above ground level (AGL)
	111 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/19/2018 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 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.

If we can be of further assistance, please contact our office at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-3105-OE.

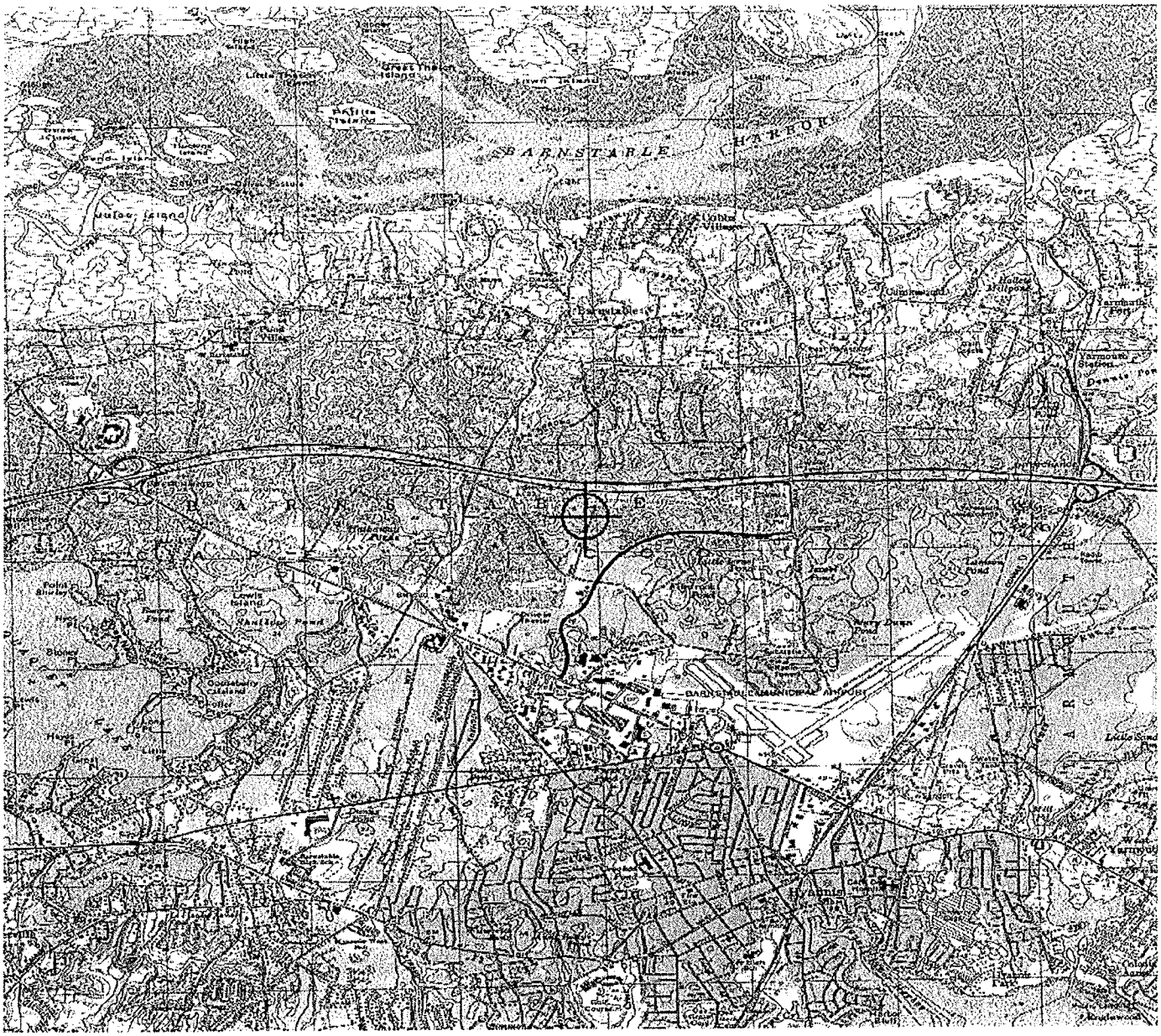
Signature Control No: 300110911-307805494 (DNE)
Darin Clipper
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2016-ANE-3105-OE

New Building

TOPO Map for ASN 2016-ANE-3105-OE



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Aeronautical Study No.
2016-ANE-3106-OE

Issued Date: 10/19/2016

Warren Nighan
Cape Cod Training Center, LLC
128 Devon Lane
Marston Mills, MA 02648

**** 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 Cape cod training Center
Location:	Barnstable, MA
Latitude:	41-41-04.75N NAD 83
Longitude:	70-17-56.45W
Heights:	82 feet site elevation (SE)
	29 feet above ground level (AGL)
	111 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/19/2018 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 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.

If we can be of further assistance, please contact our office at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-3106-OE.

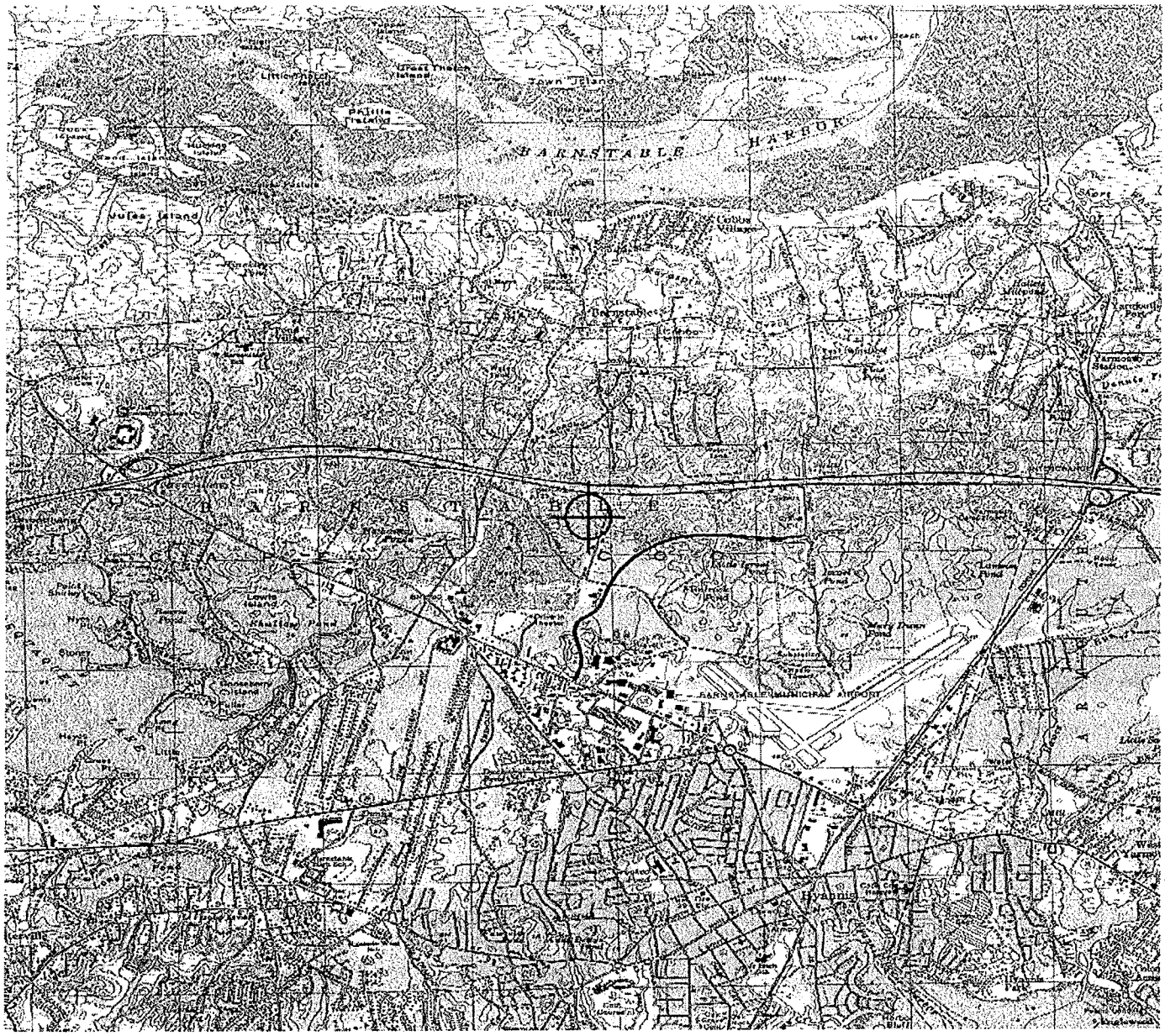
Signature Control No: 300110912-307805493 (DNE)
Darin Clipper
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2016-ANE-3106-OE

New Building

TOPO Map for ASN 2016-ANE-3106-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-ANE-3107-OE

Issued Date: 10/19/2016

Warren Nighan
Cape Cod Training Center, LLC
128 Devon Lane
Marston Mills, MA 02648

**** 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 Cape cod training Center
Location:	Barnstable, MA
Latitude:	41-41-01.94N NAD 83
Longitude:	70-17-57.37W
Heights:	82 feet site elevation (SE)
	43 feet above ground level (AGL)
	125 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 L Change 1, 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 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/19/2018 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 November 18, 2016. 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 Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 28, 2016 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 Darin Clipper, at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-3107-OE.

Signature Control No: 300110913-307805555 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2016-ANE-3107-OE

The proposed Cape Cod Training Center (e-filed under case study numbers 2016-ANE-3105 thru 3109-OE) not exceeding a height of 45 feet (ft.) above ground level (AGL), 127 ft. above means sea level (AMSL), would be located approximately 2,803 ft. - 3,189 ft. northwest of the proposed Runway 15 extension at Barnstable Municipal-Boardman/Polando Field (HYA), Barnstable, MA.

Each building corner/point was studied separately under the following Aeronautical Study numbers at the location and heights shown below:

2016-ANE-3105-OE: 41-41-04.16N/ 70-17-53.27W / 29 ft. AGL / 111 ft. AMSL (NE Corner)
2016-ANE-3106-OE: 41-41-04.75N/ 70-17-56.45W / 29 ft. AGL / 111 ft. AMSL (NW Corner)
2016-ANE-3107-OE: 41-41-01.94N/ 70-17-57.37W / 43 ft. AGL / 125 ft. AMSL (SW Corner)
2016-ANE-3108-OE: 41-41-01.33N/ 70-17-54.20W / 43 ft. AGL / 125 ft. AMSL (SE Corner)
2016-ANE-3109-OE: 41-41-01.61N/ 70-17-53.73W / 45 ft. AGL / 127 ft. AMSL

The proposal was issued Notice of Presumed Hazard(s) on September 7, 2016 and a request for public circularization was received from the proponent on September 8, 2016.

To facilitate the public comment process in an efficient manner, the five case studies associated with the proposal were included in the public notice issued on September 8, 2016 under case study 2016-ANE-3109-OE; however, separate determinations are being issued for each individual case. After circularization to all known aviation interests and non-aeronautical interests that may be affected by the proposal, no letters of objection were received as a result of public circularization from the public or from any other FAA or DOD offices / air traffic control facilities.

The proposed building has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to HYA as follows:

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 (d): Approach Surface. A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. Exceeds the existing and proposed Runway 15 Approach Surface by up to the following:

2016-ANE-3105-OE: Does not exceed.
2016-ANE-3106-OE: Does not exceed.
2016-ANE-3107-OE: Exceeds the proposed by up to 17 ft.
2016-ANE-3108-OE: Exceeds the existing by up to 3 ft. and proposed by up to 21 ft.
2016-ANE-3109-OE: Exceeds the existing by up to 5 ft. and proposed by up to 23 ft.

The proposal would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or aeronautical procedures as it relates to both current and future runway extensions or proposals. Information on the proposal shall be forwarded for appropriate aeronautical charting.

The proposal would exceed 77.19 (d) but would not conflict with airspace required to conduct normal VFR traffic pattern and/or visual approach operations at HYA or any other known public use or military airports. The proposal would not exceed the height of the transition, approach, horizontal, or conical surfaces as applied to visual approach runways at HYA, nor would the proposal require a VFR operation to change its regular flight course or altitude, restrict VFR operations in this area in any way, or create a dangerous situation during a critical phase of flight. The proposal would not have any substantial adverse effects on any existing or proposed arrival or departure VFR operation or procedures. At a height up to 45 ft. AGL, the proposal would not have an adverse effect on VFR en route flight operations or affect any helicopter VFR operations in the vicinity of this location.

Obstruction lighting is recommended at designated locations to make the structure more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, 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 proposal 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.

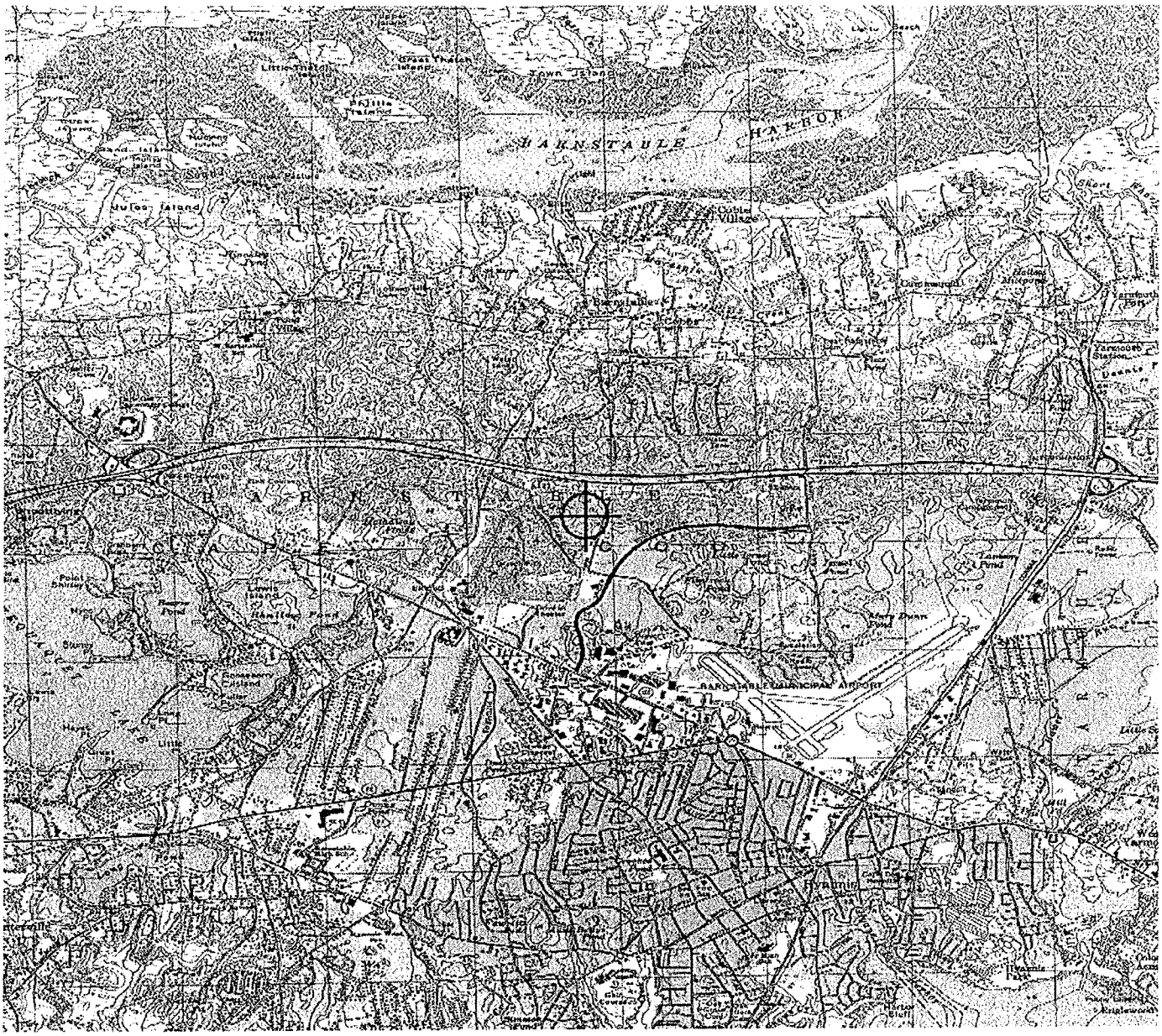
CAUTIONARY ADVISORY: For the actual construction of this building, any temporary construction equipment (e.g. cranes) to be used during construction should be planned to minimize the impacts to HYA airport and coordinated with airport manager and ATC.

It is also recommended that any construction equipment used be e-filed with the FAA at least 60-90 days prior to construction equipment exceeding the building height. When a crane is e-filed with the FAA, it is recommended that a lift plan and crane specifications documents be attached with the e-filed proposal to ensure the FAA evaluation is completed as expeditiously as possible or construction delays should be expected.

Case Description for ASN 2016-ANE-3107-OE

New Building

TOPO Map for ASN 2016-ANE-3107-OE



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

Aeronautical Study No.
2016-ANE-3108-OE

Issued Date: 10/19/2016

Warren Nighan
Cape Cod Training Center, LLC
128 Devon Lane
Marston Mills, MA 02648

**** 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 Cape cod training Center
Location:	Barnstable, MA
Latitude:	41-41-01.33N NAD 83
Longitude:	70-17-54.20W
Heights:	82 feet site elevation (SE)
	43 feet above ground level (AGL)
	125 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:

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)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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 and maintained in accordance with FAA Advisory circular 70/7460-1 L Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/19/2018 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 November 18, 2016. 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 Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 28, 2016 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 Darin Clipper, at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-3108-OE.

Signature Control No: 300110914-307805824 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2016-ANE-3108-OE

The proposed Cape Cod Training Center (e-filed under case study numbers 2016-ANE-3105 thru 3109-OE) not exceeding a height of 45 feet (ft.) above ground level (AGL), 127 ft. above means sea level (AMSL), would be located approximately 2,803 ft. - 3,189 ft. northwest of the proposed Runway 15 extension at Barnstable Municipal-Boardman/Polando Field (HYA), Barnstable, MA.

Each building corner/point was studied separately under the following Aeronautical Study numbers at the location and heights shown below:

2016-ANE-3105-OE: 41-41-04.16N/ 70-17-53.27W / 29 ft. AGL / 111 ft. AMSL (NE Corner)
2016-ANE-3106-OE: 41-41-04.75N/ 70-17-56.45W / 29 ft. AGL / 111 ft. AMSL (NW Corner)
2016-ANE-3107-OE: 41-41-01.94N/ 70-17-57.37W / 43 ft. AGL / 125 ft. AMSL (SW Corner)
2016-ANE-3108-OE: 41-41-01.33N/ 70-17-54.20W / 43 ft. AGL / 125 ft. AMSL (SE Corner)
2016-ANE-3109-OE: 41-41-01.61N/ 70-17-53.73W / 45 ft. AGL / 127 ft. AMSL

The proposal was issued Notice of Presumed Hazard(s) on September 7, 2016 and a request for public circularization was received from the proponent on September 8, 2016.

To facilitate the public comment process in an efficient manner, the five case studies associated with the proposal were included in the public notice issued on September 8, 2016 under case study 2016-ANE-3109-OE; however, separate determinations are being issued for each individual case. After circularization to all known aviation interests and non-aeronautical interests that may be affected by the proposal, no letters of objection were received as a result of public circularization from the public or from any other FAA or DOD offices / air traffic control facilities.

The proposed building has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to HYA as follows:

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 (d): Approach Surface. A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. Exceeds the existing and proposed Runway 15 Approach Surface by up to the following:

2016-ANE-3105-OE: Does not exceed.
2016-ANE-3106-OE: Does not exceed.
2016-ANE-3107-OE: Exceeds the proposed by up to 17 ft.
2016-ANE-3108-OE: Exceeds the existing by up to 3 ft. and proposed by up to 21 ft.
2016-ANE-3109-OE: Exceeds the existing by up to 5 ft. and proposed by up to 23 ft.

The proposal would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or aeronautical procedures as it relates to both current and future runway extensions or proposals. Information on the proposal shall be forwarded for appropriate aeronautical charting.

The proposal would exceed 77.19 (d) but would not conflict with airspace required to conduct normal VFR traffic pattern and/or visual approach operations at HYA or any other known public use or military airports. The proposal would not exceed the height of the transition, approach, horizontal, or conical surfaces as applied to visual approach runways at HYA, nor would the proposal require a VFR operation to change its regular flight course or altitude, restrict VFR operations in this area in any way, or create a dangerous situation during a critical phase of flight. The proposal would not have any substantial adverse effects on any existing or proposed arrival or departure VFR operation or procedures. At a height up to 45 ft. AGL, the proposal would not have an adverse effect on VFR en route flight operations or affect any helicopter VFR operations in the vicinity of this location.

Obstruction lighting is recommended at designated locations to make the structure more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, 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 proposal 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.

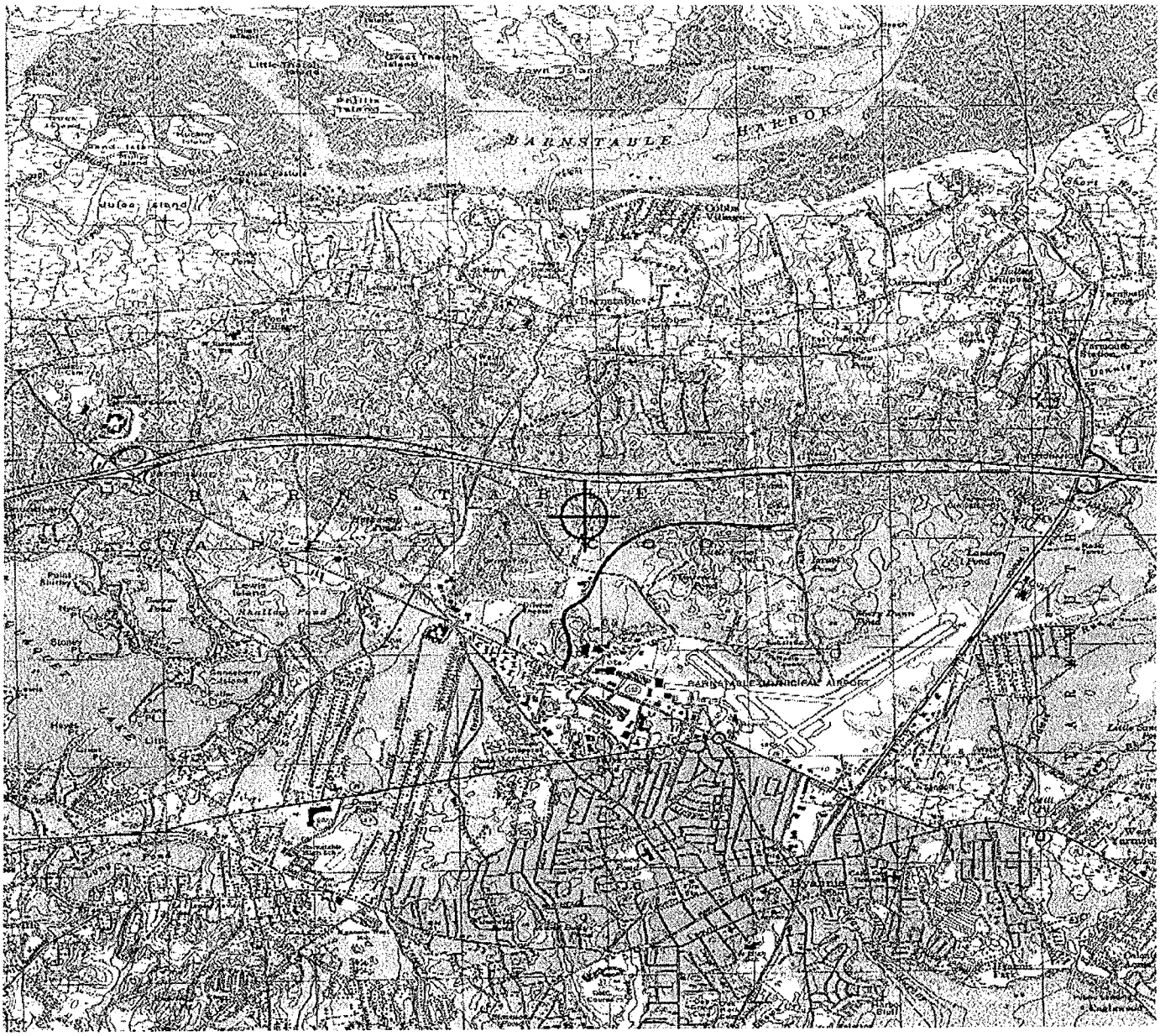
CAUTIONARY ADVISORY: For the actual construction of this building, any temporary construction equipment (e.g. cranes) to be used during construction should be planned to minimize the impacts to HYA airport and coordinated with airport manager and ATC.

It is also recommended that any construction equipment used be e-filed with the FAA at least 60-90 days prior to construction equipment exceeding the building height. When a crane is e-filed with the FAA, it is recommended that a lift plan and crane specifications documents be attached with the e-filed proposal to ensure the FAA evaluation is completed as expeditiously as possible or construction delays should be expected.

Case Description for ASN 2016-ANE-3108-OE

New Building

TOPO Map for ASN 2016-ANE-3108-OE



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

Aeronautical Study No.
2016-ANE-3109-OE

Issued Date: 10/19/2016

Warren Nighan
Cape Cod Training Center, LLC
128 Devon Lane
Marston Mills, MA 02648

**** 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 Cape cod training Center
Location:	Barnstable, MA
Latitude:	41-41-01.61N NAD 83
Longitude:	70-17-53.73W
Heights:	82 feet site elevation (SE)
	45 feet above ground level (AGL)
	127 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 L Change 1, 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 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 45 feet above ground level (127 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 04/19/2018 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 November 18, 2016. 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 Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 28, 2016 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 Darin Clipper, at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-3109-OE.

Signature Control No: 300110915-307803066 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2016-ANE-3109-OE

The proposed Cape Cod Training Center (e-filed under case study numbers 2016-ANE-3105 thru 3109-OE) not exceeding a height of 45 feet (ft.) above ground level (AGL), 127 ft. above means sea level (AMSL), would be located approximately 2,803 ft. - 3,189 ft. northwest of the proposed Runway 15 extension at Barnstable Municipal-Boardman/Polando Field (HYA), Barnstable, MA.

Each building corner/point was studied separately under the following Aeronautical Study numbers at the location and heights shown below:

2016-ANE-3105-OE: 41-41-04.16N/ 70-17-53.27W / 29 ft. AGL / 111 ft. AMSL (NE Corner)
2016-ANE-3106-OE: 41-41-04.75N/ 70-17-56.45W / 29 ft. AGL / 111 ft. AMSL (NW Corner)
2016-ANE-3107-OE: 41-41-01.94N/ 70-17-57.37W / 43 ft. AGL / 125 ft. AMSL (SW Corner)
2016-ANE-3108-OE: 41-41-01.33N/ 70-17-54.20W / 43 ft. AGL / 125 ft. AMSL (SE Corner)
2016-ANE-3109-OE: 41-41-01.61N/ 70-17-53.73W / 45 ft. AGL / 127 ft. AMSL

The proposal was issued Notice of Presumed Hazard(s) on September 7, 2016 and a request for public circularization was received from the proponent on September 8, 2016.

To facilitate the public comment process in an efficient manner, the five case studies associated with the proposal were included in the public notice issued on September 8, 2016 under case study 2016-ANE-3109-OE; however, separate determinations are being issued for each individual case. After circularization to all known aviation interests and non-aeronautical interests that may be affected by the proposal, no letters of objection were received as a result of public circularization from the public or from any other FAA or DOD offices / air traffic control facilities.

The proposed building has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to HYA as follows:

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 (d): Approach Surface. A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. Exceeds the existing and proposed Runway 15 Approach Surface by up to the following:

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2016-ANE-3106-OE: Does not exceed.
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2016-ANE-3108-OE: Exceeds the existing by up to 3 ft. and proposed by up to 21 ft.
2016-ANE-3109-OE: Exceeds the existing by up to 5 ft. and proposed by up to 23 ft.

The proposal would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or aeronautical procedures as it relates to both current and future runway extensions or proposals. Information on the proposal shall be forwarded for appropriate aeronautical charting.

The proposal would exceed 77.19 (d) but would not conflict with airspace required to conduct normal VFR traffic pattern and/or visual approach operations at HYA or any other known public use or military airports. The proposal would not exceed the height of the transition, approach, horizontal, or conical surfaces as applied to visual approach runways at HYA, nor would the proposal require a VFR operation to change its regular flight course or altitude, restrict VFR operations in this area in any way, or create a dangerous situation during a critical phase of flight. The proposal would not have any substantial adverse effects on any existing or proposed arrival or departure VFR operation or procedures. At a height up to 45 ft. AGL, the proposal would not have an adverse effect on VFR en route flight operations or affect any helicopter VFR operations in the vicinity of this location.

Obstruction lighting is recommended at designated locations to make the structure more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, 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 proposal 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.

CAUTIONARY ADVISORY: For the actual construction of this building, any temporary construction equipment (e.g. cranes) to be used during construction should be planned to minimize the impacts to HYA airport and coordinated with airport manager and ATC.

It is also recommended that any construction equipment used be e-filed with the FAA at least 60-90 days prior to construction equipment exceeding the building height. When a crane is e-filed with the FAA, it is recommended that a lift plan and crane specifications documents be attached with the e-filed proposal to ensure the FAA evaluation is completed as expeditiously as possible or construction delays should be expected.

Case Description for ASN 2016-ANE-3109-OE

New Building

TOPO Map for ASN 2016-ANE-3109-OE