



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

Aeronautical Study No.  
2019-ACE-6062-OE  
Prior Study No.  
2019-ACE-2346-OE

Issued Date: 08/17/2019

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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 Oakview Temporary Crane
Location:	Lee's Summit, MO
Latitude:	38-56-17.97N NAD 83
Longitude:	94-22-45.76W
Heights:	1026 feet site elevation (SE) 190 feet above ground level (AGL) 1216 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 (816) 329-2508, or [vee.stewart@faa.gov](mailto:vee.stewart@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-ACE-6062-OE

**Signature Control No: 413350820-414648809**

( TMP )

Vee Stewart

Specialist

**Proposal:** To construct and/or operate a(n) Crane to a height of 190 feet above ground level, 1216 feet above mean sea level.

**Location:** The structure will be located 1.29 nautical miles south of LXT (Lee's Summit Municipal Airport) Airport reference point.

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

Section 77.17 (a) (3) by 130 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate that because it would penetrate the RWY 18 ICA 40:1 departure surface by 102 feet it would require a TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, RWY 18, 300-1 or standard with a minimum climb gradient of 359 feet per NM to 1300; increasing the RNAV (GPS) RWY 36 LNAV/VNAV DA from 1299 to 1377; increasing the RNAV (GPS) RWY 36 Circling MDA CAT A/B from 1440 to 1520; increasing the RNAV (GPS) RWY 11, RNAV (GPS) RWY 18, RNAV (GPS) RWY 29, and VOR-A Circling MDA CAT A/B from 1440 to 1520.

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 62 feet as applied to LXT.

Section 77.19 (d) Approach Surface by 127 feet as applied to LXT, Proposed RWY 36.

Section 77.19 (e) Transitional Surface by 74 feet as applied to LXT, Existing RWY 18/36.

It exceeds the TPA conical surface as applied to a visual approach surface by 60 feet.

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 L Change 2, Obstruction Marking and Lighting, flag marker - Chapters 3(Marked)&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.

As a condition to this determination, the temporary structure must be lowered to 60 feet above ground level ( 1086 feet above mean sea level) , when not in use and during the hours between sunset and sunrise.

If the crane cannot be lowered to this height, then the following condition must also be met for nighttime conspicuity:

The structure must be 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 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-FILED ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.**

This determination expires on 04/17/2020 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.

It is REQUIRED that John Ohrazda, Manager, Lee's Summit Municipal Airport (LXT), at 816-969-1180, 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 Eric Morgan, Kansas City ATCT/TRACON, Kansas City, MO Support Specialist (eric.morgan@faa.gov) and Marissa McQueen, Kansas City ATCT/TRACON, Kansas City, MO Support Specialist (marissa.mcqueen@faa.gov) be notified via email at least 3 FULL BUSINESS days prior to the temporary structure being erected and again when the structure is removed from the site. As stated above, please make notification (using your e-filing account) to the FAA at least 3 FULL BUSINESS days before your crane is erected and again when lowered/removed. To complete this condition, under "Off Airport Construction", select "Temporary Structure Notification", enter your ASN (aeronautical study number), select "Add 7460-2", select "Request a NOTAM" then complete the information and select save.

Abbreviations:

ATCT, Air Traffic Control Tower

CAT, Category

DA, Decision Altitude

GPS, Global Positioning System

ICA, Initial Climb Area

LNAV, Lateral Navigation

MDA, Minimum Descent Altitude

NM, Nautical Mile

NOTAM, Notice to Airmen

RNAV, Area Navigation

RWY, Runway

TRACON, Terminal Radar Approach Control

VHF, Very High Frequency

VNAV, Vertical Navigation

VOR, VHF Omnidirectional Radio Range System







