



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

Aeronautical Study No.
2023-ACE-4280-OE

Issued Date: 09/20/2023

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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:	Mobile Crane Crawler Crane
Location:	Lees Summit, MO
Latitude:	38-57-12.00N NAD 83
Longitude:	94-21-50.00W
Heights:	1000 feet site elevation (SE) 150 feet above ground level (AGL) 1150 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, 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 Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-4559, or luke.w.wray@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ACE-4280-OE

Signature Control No: 593003798-599777937

(TMP)

Luke Wray
Specialist

Additional Condition(s) or Information for ASN 2023-ACE-4280-OE

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 150 feet above ground level, 1150 feet above mean sea level.

Location: The structure will be located 0.51 nautical miles southeast of LXT Airport reference point.

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

As defined in FAA JO 7400.2M, 6-3-8, Evaluating Effect on VFR Operations, the crane lies within the TPA climb and descent area for all categories of aircraft that would utilize LXT. All studies, except 2023-ACE-4281-OE, exceed by 9 - 35 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 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 Air Missions (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 AIR MISSIONS (NOTAM) CANCELLATION.

It is required that the manager of LEE'S SUMMIT MUNI, (816) 969-1186 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 03/20/2025 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 Air Missions (NOTAM) in order to coordinate the following:

2023-ACE-3231-OE: *RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1381. Increases LNAV MDA from 1360 to 1480. Increases CAT A Circling MDA from 1440 to 1520. *RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1381. *RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1520. 2023-ACE-4279-OE: *RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1374. Increases LNAV MDA from 1360 to 1480. Increases CAT A Circling MDA from 1440 to 1520. *RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1374. *RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1520. 2023-ACE-4280-OE: *RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1361. Increases LNAV MDA from 1360 to 1460. Increases CAT A Circling MDA from 1440 to 1500. *RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1361. *RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1500. 2023-ACE-4281-OE: *RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1356. Increases LNAV MDA from 1360 to 1460. Increases CAT A Circling MDA from 1440 to 1500. *RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1356. *RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1500. 2023-ACE-4282-OE: *RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1380. Increases LNAV MDA from 1360 to 1480. Increases CAT A Circling MDA from 1440 to 1520. *RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1380. *RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1520.

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.

Additional information for ASN 2023-ACE-4280-OE

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

This crane operating area, would be located approximately 1,010 - 1,927 feet south southwest of the approach end of RWY 29 for Lee's Summit Municipal Airport (LXT), Lee's Summit, MO.

Five (5) crane studies are filed for this crane operating area and are identified as exceeding the obstruction standards of 14 CFR Part 77 as applied to LXT:

1. Section 77.17(a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2023-ACE-3231-OE:

*RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1381. Increases LNAV MDA from 1360 to 1480. Increases CAT A Circling MDA from 1440 to 1520.

*RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1381.

*RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1520.

2023-ACE-4279-OE:

*RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1374. Increases LNAV MDA from 1360 to 1480. Increases CAT A Circling MDA from 1440 to 1520.

*RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1374.

*RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1520.

2023-ACE-4280-OE:

*RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1361. Increases LNAV MDA from 1360 to 1460. Increases CAT A Circling MDA from 1440 to 1500.

*RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1361.

*RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1500.

2023-ACE-4281-OE:

*RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1356. Increases LNAV MDA from 1360 to 1460. Increases CAT A Circling MDA from 1440 to 1500.

*RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1356.

*RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1500.

2023-ACE-4282-OE:

*RNAV (GPS) RWY 29 Amdt 3A, increases LNAV/VNAV DA from 1291 to 1380. Increases LNAV MDA from 1360 to 1480. Increases CAT A Circling MDA from 1440 to 1520.

*RNAV (GPS) RWY 36 Amdt 3, increases LNAV/VNAV DA from 1299 to 1380.

*RNAV (GPS) RWY 11 Amdt 2A, RNAV (GPS) RWY 18 Amdt 3, increases CAT A Circling MDA from 1440 to 1520.

**The DA or MDA is the minimum altitude to which an aircraft may descend while on the instrument approach to the airport during periods when reduced visibility and/or low cloud ceiling conditions exist. If the pilot cannot achieve visual reference to the ground upon reaching the DA or MDA, the approach must be abandoned. This results in the aircraft having to proceed to an alternate airport or waiting in a holding pattern for improved weather conditions. Any increase in the DA or MDA would have a significant adverse effect on the benefits derived from the instrument procedures.

2. 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.

77.19 (a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation.

2023-ACE-3231-OE -----> Exceeds by 16 feet.

2023-ACE-4279-OE -----> Exceeds by 9 feet.

2023-ACE-4282-OE -----> Exceeds by 15 feet.

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2023-ACE-4280-OE -----> Exceeds by 35 feet.

As defined in FAA JO 7400.2M, 6-3-8, Evaluating Effect on VFR Operations, the crane lies within the TPA climb and descent area for all categories of aircraft that would utilize LXT. All studies, except 2023-ACE-4281-OE, exceed by 9 - 35 feet.

The temporary crane operating area does not constitute substantial adverse effect because the equipment would be temporary and would not be a hazard to air navigation provided the conditions are strictly met.

Additional conditions:

1. The temporary crane operator shall contact the LXT Airport Manager via: email, joel.arrington@cityofls.net, a minimum of 3-business days prior to the temporary crane being raised, and when operations are complete. You must also call 816-969-1181 a minimum of 3-business days prior to the temporary crane being raised, and when operations are complete.
2. The temporary crane operator shall maintain a form of direct two-way communications at all times by providing his phone number on initial contact.
3. Hours of operation shall be determined by the Airport Manager.
4. Information to pilots regarding the location and height of the crane, and any runway related actions via local Notice to Airmen (NOTAM) and ATIS shall be at the discretion of the Airport Manager.
5. The temporary crane shall be lowered to the ground when not in use, between the hours determined by the Airport Manager, in conditions less than VFR, during inclement weather, or when instructed to do so by the Airport Manager.

6. The sponsor shall ensure the crane, 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), and 15. The advisory circular is available for viewing at the following website: <https://oeaaa.faa.gov>.

7. *****MANDATORY***** Each study must file for a NOTAM request for a total of 5 NOTAM requests. The method for "e-filing" a NOTAM request to mitigate the IFR impacts must be followed as outlined below at least 3-business days in advance by the Sponsor or Representative to ensure the safety of air navigation and to personnel and property on the ground. The Sponsor is responsible for requesting extension of NOTAM. The NOTAM must also be cancelled in the same manner when operations are complete. The sponsor is responsible for ensuring the NOTAM is e-filed accordingly through the OE/AAA system.

Login to: oeaaa.faa.gov web site

Click-Temporary Structure Notification

Enter the aeronautical study number (ASN) & click search

Click - Add 7460-2

Click- Request a NOTAM

Enter all information & save

******IMPORTANT****** This process SHALL be repeated to request NOTAM cancellations when the crane is lowered, off site, and operations are complete.

8. Notify luke.w.wray@faa.gov when crane operations are complete in full with intentions of returning for additional work, and/or the equipment removed from the work site permanently.



