

FAA Air Safety Analysis Cover Letter

Applicant: Phoenix Tower International

Applicant contact: Christopher D. DeVoist, Senior Real Estate Specialist
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Submitted To: City of Lake Forest Park
17425 Ballinger Way NE
Lake Forest Park, WA 98155

To Whom It May Concern,

The Phoenix Tower International regulatory department has completed the attached “Federal Airways & Airspace” report to confirm that the new structure height will maintain compliance with FAA regulations. This report pre-screens a structures location and height to determine if it exceeds any thresholds that would require additional analysis by the FAA, or if it is within all thresholds and does not require further analysis.

This report is returned a result of “Notice Not Required” on all criteria meaning that the software has determined that the structure does not exceed any thresholds for which the FAA needs to be notified in order to complete more in-depth analysis by the FAA. A result of “Notice Not Required” is verification that the structure is compliant with all FAA requirements.

Sincerely,



Christopher D. DeVoist
Senior Real Estate Specialist
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***** * Federal Airways & Airspace
* * Summary Report: Alteration Of Existing
Structure * * Antenna Structure

SITE ELEVATION AMSL..... 550 ft.
STRUCTURE HEIGHT..... 90 ft.
OVERALL HEIGHT AMSL..... 640 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)
FAR 77.9(b): NNR (DNE Notice Slope)
FAR 77.9(c): NNR (Not a Traverse Way)
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria
for PAE
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria
for S43
FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required
NNR = Notice Not Required
PNR = Possible Notice Required (depends upon actual IFR procedure)
For new construction review Air Navigation Facilities at bottom of this report

If the proposed construction is an alteration to an existing structure, notice requirements may be superceded by the item exemptions listed below.

The location and analysis were based upon an existing structure. However, no existing aeronautical study number was identified. If the 'existing' structure penetrates an obstruction surface defined by CFR

77.17, 77.19,

77.21 or 77.23 (see below) it is strongly recommended the FAA be notified

of the 'existing' structure to determine obstruction marking or lighting

requirements. It is not uncommon for the FAA to issue a Determination of

No Hazard (DNH) for an existing structure and modify the airspace to

accommodate the structure, should that be required. If the FAA issues a

DNH enter the aeronautical study number (ASN) in the space provided on the

Airspace Analysis Window Form and re-run Airspace.

No frequencies were identified in this alteration are included in the FAA's

Co-Location Policy published in the Federal Register November 15, 2007.

Therefore, application of the Co-Location Policy notice exemption rule can not be applied.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL

FAR 77.17(a)(2): DNE - Airport Surface

FAR 77.19(a): DNE - Horizontal Surface

FAR 77.19(b): DNE - Conical Surface

FAR 77.19(c): DNE - Primary Surface

FAR 77.19(d): DNE - Approach Surface

FAR 77.19(e): DNE - Approach Transitional Surface

FAR 77.19(e): DNE - Abeam Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: PAE: SNOHOMISH COUNTY (PAINE FLD)

Type: A RD: 45449.29 RE: 577.6

FAR 77.17(a)(1): DNE

FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.

VFR Horizontal Surface: DNE

VFR Conical Surface: DNE

VFR Primary Surface: DNE

VFR Approach Surface: DNE

VFR Transitional Surface: DNE

VFR TRAFFIC PATTERN AIRSPACE FOR: S43: HARVEY FLD

Type: A RD: 64544.37 RE: 22.4

FAR 77.17(a)(1): DNE

FAR 77.17(a)(2): Does Not Apply.

VFR Horizontal Surface: DNE

VFR Conical Surface: DNE

VFR Primary Surface: DNE

VFR Approach Surface: DNE
VFR Transitional Surface: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)
FAR 77.17(a)(3) Departure Surface Criteria (40:1)
DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)
FAR 77.17(a)(4) MOCA Altitude Enroute Criteria
The Maximum Height Permitted is 2000 ft AMSL

PRIVATE LANDING FACILITIES			
	FACIL	BEARING	RANGE
DELTA ARP FAA	IDENT TYP NAME	To FACIL	IN NM
ELEVATION IFR	-----	-----	-----
-----	-----	-----	-----
+270	0WA6 HEL SWEDISH EDMONDS	311.13	2.88
	No Impact to Private Landing Facility Structure is beyond notice limit by 12499 feet.		
+605	43WA HEL WILSON	96.76	5.06
	No Impact to Private Landing Facility Structure is beyond notice limit by 25745 feet.		
+455	3WA8 HEL EVERGREEN HOSPITAL	129.57	5.28
	No Impact to Private Landing Facility Structure is beyond notice limit by 27082 feet.		
+460	47WA HEL FITZ PAD ONE	82.59	5.67
	No Impact to Private Landing Facility Structure is beyond notice limit by 29451 feet.		

AIR NAVIGATION ELECTRONIC FACILITIES						
	FAC	ST	DIST	DELTA		
GRND APCH	IDNT	TYPE	AT	FREQ	VECTOR	(ft) ELEVA ST LOCATION
ANGLE BEAR	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----
LAWTON ARSR	SEA RADAR ARSR	Y	1321.4	217.9	52925	+191 WA FORT
EMI.	.21					
	No Impact. Alteration does not require Notice based upon					
	The studied location is within 20 NM of a Radar facility.					
NM.	The calculated Radar Line-Of-Sight (LOS) distance is: 57					

This location and height is within the Radar Line-Of-Sight.

PAIN	PAE	VOR/DME	I	110.6	.8	53902	-29	WA
				-.03				
NOLLA	BF	NDB	D	36 207.66	57543	+499	WA	
				.50				
	No Impact. Does Not Exceed NDB Notice Height Criteria.							
PARKK	HPK	NDB	D	28 184.2	87680	+623	WA	
				.41				
	No Impact. Does Not Exceed NDB Notice Height Criteria.							
TACOMA	SEA	RADAR	I	2825. 185.03	117455	+276	WA	SEATTLE-IN
				.13				
EMI.	No Impact. Alteration does not require Notice based upon							
	The studied location is within 20 NM of a Radar facility.							
	The calculated Radar Line-Of-Sight (LOS) distance is: 54							
NM.	This location and height is within the Radar Line-Of-Sight.							
SEATTLE	SEA	VORTAC	R	116.8 183.3	123031	+292	WA	
				.14				
0.00	ATX	RADAR	WXL	Y	341.23	162871	-2	WA EVERETT
COVE	CVV	VOR/DME	I	117.2 327.96	203753	+440	WA PENN	
				.12				
ISLAND	NUW	RADAR	I	2700. 335.06	221674	+258	WA WHIDBEY	
				.07				

CFR Title 47, §1.30000-§1.30004
AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station.
Movement Method Proof as specified in §73.151(c) is not required.
Please review 'AM Station Report' for details.

Nearest AM Station: KCIS @ 5432 meters.

Airspace® Summary Version 22.5.640

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