

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 required 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
Phoenix Tower International
(TAEC, a division of Phoenix Tower International)
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* Federal Airways & Airspace
*
* Summary Report: Alteration Of Existing
Structure *
* Antenna Structure
*

Airspace User: Not Identified

File: US-WA-1010

Location: Lk Forest Park, WA

Latitude: 47°-46'-19.5" Longitude:
122°-16'-51.0"

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notice requirements may be superceded by the item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									
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+270		OWA6	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									
GRND		FAC	ST		DIST		DELTA		
APCH		IDNT	TYPE	AT	FREQ	VECTOR	(ft)	ELEVA	ST LOCATION
ANGLE BEAR									
-----		-----							
-----		-----							
LAWTON		SEA	RADAR	ARSR	Y	1321.4	217.9	52925	+191 WA FORT
		ARSR				.21			
EMI.		No Impact. Alteration does not require Notice based upon							
NM.		The studied location is within 20 NM of a Radar facility. The calculated Radar Line-Of-Sight (LOS) distance is: 57							

