



Issued Date: 09/25/2008

Friends of Hulett's & Mather
 Ray Saikus
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**** 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: Crane Hulett Ore Unloader
 Location: Cleveland, OH
 Latitude: 41-30-33.45N NAD 83
 Longitude: 81-41-53.44W
 Heights: 93 feet above ground level (AGL)
 678 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.

Any height exceeding 93 feet above ground level (678 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 03/25/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) 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 POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (847) 294-7520. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AGL-3545-OE.

Signature Control No: 573924-103363910

(EBO)

Brenda Mumper
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AGL-3545-OE

The proposed permanent crane is identified as an obstruction under the standards of 14 CFR, part 77, as follows as applied to the Burke Lakefront Airport (BKL) in Cleveland, Ohio:

Section 77.23(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria); the structure would exceed the 40:1 obstacle clearance surface (OCS) by 44 ft. for departures from Runway 24L and by 42 ft. for departures from Runway 24R. The obstacle would penetrate the Initial Climb Area (ICA); however, the proposed crane would have no impact as it is mitigated by published departure procedures that are currently in place.



