



NOTICE OF NOTAM PUBLICATION

To: PHX NOTAM NOTIFICATION GROUP DISTRIBUTION

Date: 12/30/2025

From: DAGOBERTO HINOJOS
Aviation Supervisor II-Operations, (602) 273-2008

Subject: **PHX NOTAM #003-2026**

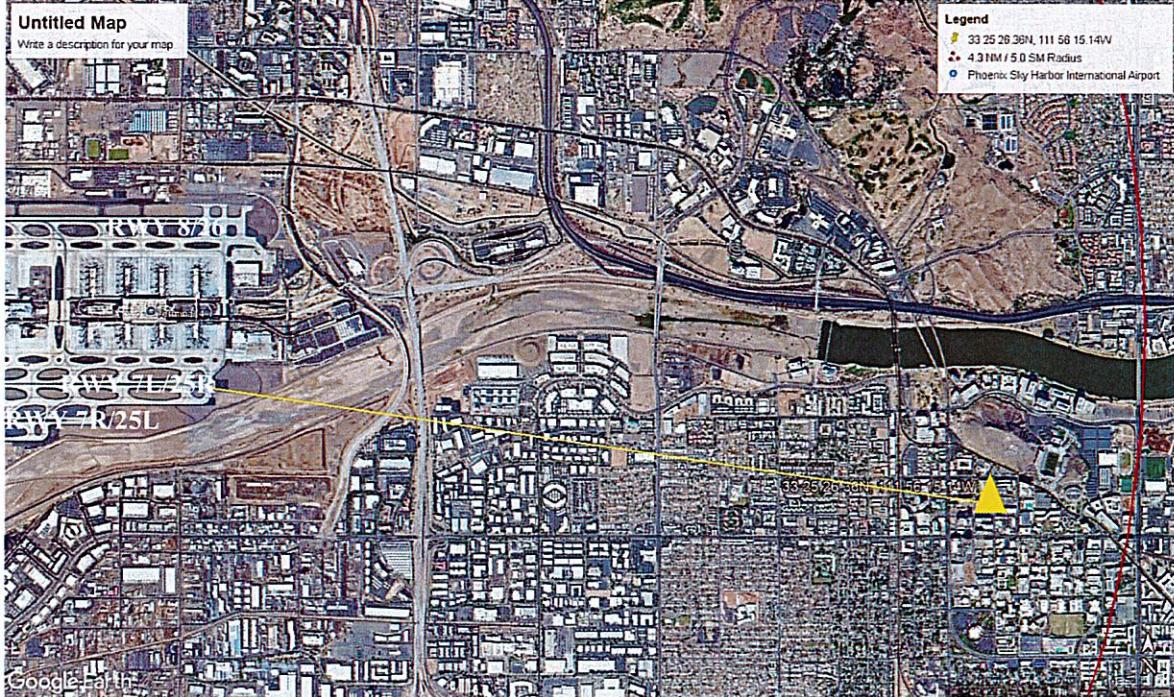
FAA NAS NOTAM # 12/104

OBSTRUCTION – 422' TOWER CRANE

USE CAUTION FOR A FLAGGED AND LIGHTED TOWER CRANE 422' AGL, 1,591' MSL AND LOCATED 17,230 FEET SOUTHEAST OF THE RUNWAY 25R THRESHOLD.

**EFFECTIVE: THURSDAY, JANUARY 01, 2026 FROM 0000 (L) UNTIL
THURSDAY, DECEMBER 31, 2026 AT 2359 (L).**

**CRANE
COORDINATES:
33-25-26.36N
111-56-15.14W**



Stafford Crane Group- Belmiro Sampaio (702 372 7282)
2025-AWP-9056-OE
(17,230 SE RWY 25R & 2.84NM SE RWY 25R)

PHX NOTAMS IN EFFECT: # 001-2025, 002-2025, 016-2025, 017-2025, 018-2025, 019-2025, 020-2025, 080-2025, 185-2025, 200-2025, 201-2025, 202-2025, 226-2025, 238-2025, 300-2025, 307-2025, 314-2025, 366-2025, 448-2025, 449-2025, 001-2026, 002-2026 AND 003-2026.

TO VIEW ALL CURRENT NOTAMs FOR PHX PLEASE VISIT: <http://notams.aim.faa.gov/notamSearch/> (USE LOCATION SEARCH WINDOW AND TYPE IN PHX)

PHX USE ONLY:

REVIEWED BY: SN

CANCELLED ON: DATE:

TIME:

FSS Operator Initials:



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

Aeronautical Study No.
2025-AWP-9056-OE

Issued Date: 11/17/2025

CORE SPACES
DOUG TICHENOR
1643 N Milwaukee Ave., 5th Floor
Chicago, IL 60647

17,230' SE Ray 25L
2.84NM SE Ray 25L

****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 House of Tricks Crane
County, State: Maricopa, Arizona

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Crane - N	33-25-26.36N	111-56-15.14W	1169 Ft	422 Ft	1591 Ft

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 Airmen (NOTAM).

If you have any questions, please contact our office at 1-817-222-4559, or luke.w.wray@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-9056-OE

Signature Control No: 662466583-683986476

(TMP)

luke.w.wray@faa.gov

Specialist

Additional Condition(s) or Information for ASN 2025-AWP-9056-OE

Proposal: To construct and/or operate a(n) Crane to a height of 422 feet above ground level, 1591 feet above mean sea level.

Location: The structure will be located 3.77 nautical miles east of PHX Airport reference point.

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

Section 77.17 (a) (3) by 32 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate Obstacle penetrates RWY 7L 40:1 departure surface 32 feet, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 6, FYRBD ONE (RNAV), KEENS THREE (RNAV) DEPARTURES, RWY 7L, STD with minimum climb gradient increase from STD to 215 ft/nm to 1800, NEH 1559 AMSL (4D/2C). /// Obstacle penetrates RWY 8 40:1 departure surface 31 feet, requiring, FYRBD ONE (RNAV), KEENS THREE (RNAV) DEPARTURES, RWY 8, STD with minimum climb gradient increase from STD to 212 ft/nm to 1800, NEH 1565 AMSL (4D/2C). /// RNAV (GPS) Y RWY 25R, AMDT 2C, increase minimum altitude at YASCU from 1860 to 1900, Stepdown Fix NA (not on glidepath), NEH 1560 AMSL, W/2C, No IFR Effect.

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

Section 77.19 (d) Approach Surface by 32 feet as applied to PHX.

Preliminary FAA study indicates that the above mentioned structure would:

have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

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 Change 1, 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 Airmen (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 AIRMEN (NOTAM) CANCELLATION.

It is required that the manager of PHOENIX SKY HARBOR INTL, (602) 273-3302 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 the manager of Air Traffic Control @ 602-306-2501 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 05/17/2027 unless extended, revised, or terminated by the issuing office.

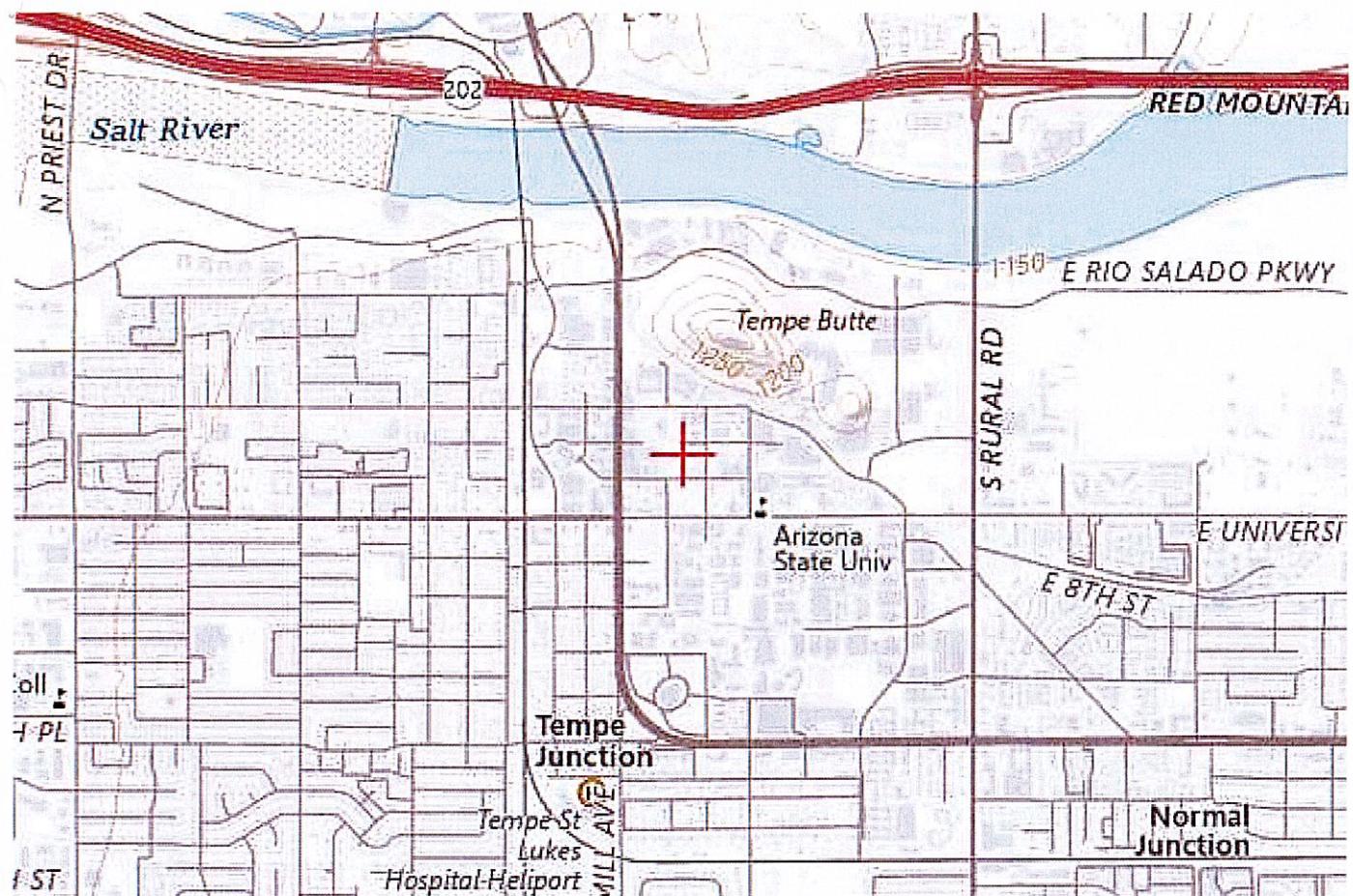
~~NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY 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 Airmen (NOTAM) in order to coordinate the following:

Obstacle penetrates RWY 7L 40:1 departure surface 32 feet, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 6, FYRBD ONE (RNAV), KEENS THREE (RNAV) DEPARTURES, RWY 7L, STD with minimum climb gradient increase from STD to 215 ft/nm to 1800, NEH 1559 AMSL (4D/2C). /// Obstacle penetrates RWY 8 40:1 departure surface 31 feet, requiring, FYRBD ONE (RNAV), KEENS THREE (RNAV) DEPARTURES, RWY 8, STD with minimum climb gradient increase from STD to 212 ft/nm to 1800, NEH 1565 AMSL (4D/2C). /// RNAV (GPS) Y RWY 25R, AMDT 2C, increase minimum altitude at YASCU from 1860 to 1900, Stepdown Fix NA (not on glidepath), NEH 1560 AMSL, W/2C, No IFR Effect.

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.

TOPO Map for ASN 2025-AWP-9056-OE



Sectional Map for ASN 2025-AWP-9056-OE

