

NOTICE OF NOTAM PUBLICATION

To: PHX NOTAM NOTIFICATION GROUP DISTRIBUTION

Date: 10/11/2025

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

Subject: **PHX NOTAM #366-2025**

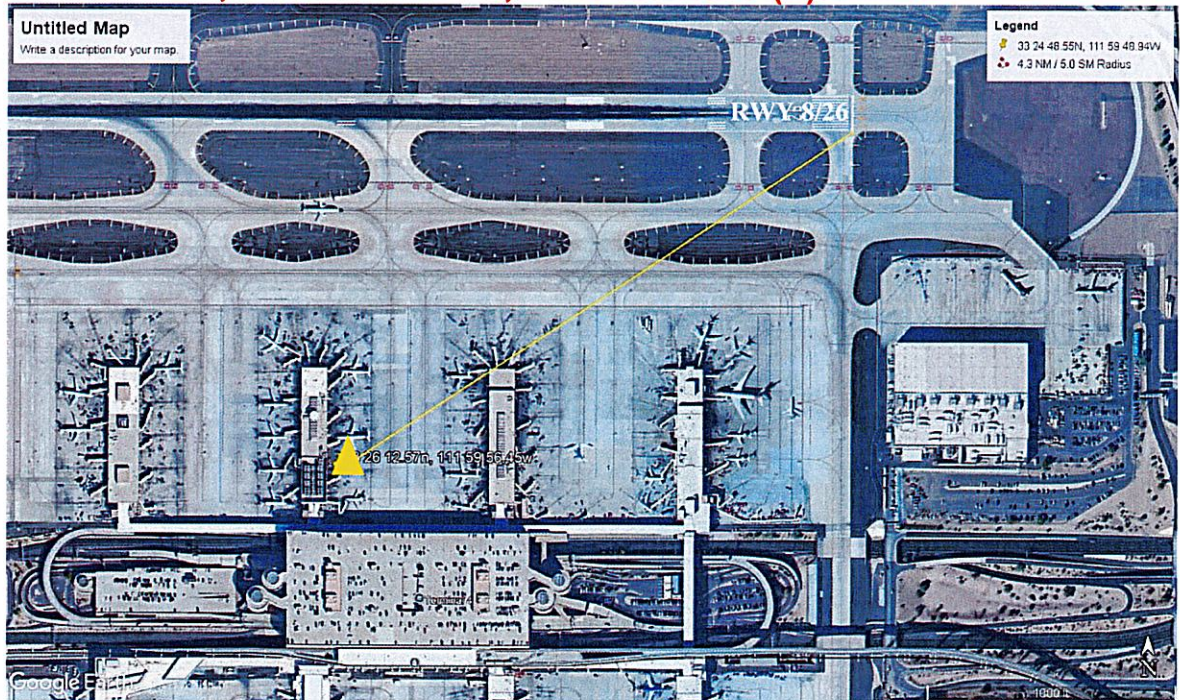
FAA NAS NOTAM # 10/050

OBSTRUCTION – 165' CRANE

USE CAUTION FOR A FLAGGED AND LIGHTED CRANE 165' AGL, 1,300' MSL AND LOCATED 2,510 FEET SOUTHWEST OF THE RUNWAY 26 THRESHOLD.

**EFFECTIVE: MONDAY, OCTOBER 13, 2025 FROM 1200 (L) UNTIL
WEDNESDAY, DECEMBER 31, 2025 AT 2359 (L).**

**CRANE
COORDINATES:
33-26-12.57N
111-59-56.45W**



Holder Construction- Jerry Slota (303 888 6493)
2025-awp-2740-NRA
(2,510' SW RWY 26 & .41NM SW RWY 26)

Dago Hinojos
DAGOBERTO HINOJOS
Aviation Supervisor II- Operations

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, 309-2025, 314-2025, 352-2025, 353-2025, 360-2025 AND 366-2025.

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PHX USE ONLY:

REVIEWED BY: JAE

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-2740-NRA

Issued Date: 06/25/2025

CITY OF PHOENIX
PLANNING & ENVIRONMENTAL
2485 E BUCKEYE RD
PHOENIX, AZ 85034

GTSA-45

2,510' SW Run 26
.41 NM SW Run 26

**** 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: Mobile Crane Project Area Boundary Cor
County, State: Maricopa, Arizona

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
Project Area	33-26-12.57N	111-59-56.45W	1135 Ft	165 Ft	1300 Ft
Boundary Cor					

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) 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, paint/red lights-Chapters 3(Marked),4,5(Red),&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.

See attachment for additional condition(s) or information.

This determination expires on 12/25/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) 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 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.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 25, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on August 04, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact tim.morrison@faa.gov, at 1-602-792-1069, or tim.morrison@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-2740-NRA.

Signature Control No: 658510052-665848829

(DNH)

tim.morrison@faa.gov

ADO

Attachment(s)

Additional Information

Case Description

Additional information for ASN 2025-AWP-2740-NRA

Safety advisory of potential hazard created by adverse effect on VFR navigation: The proposed temporary crane at the proposed location interacts with the traffic pattern airspace IAW FAA Order JO 7400.2 (as amended). The height of the proposed equipment is such that an adverse effect is created by the penetration of part 77 surface and a traffic pattern interaction. The proposed equipment, at 165 feet above ground level (AGL) will penetrate the visual horizontal surface by approximately 16 feet and the Part 77 transitional surface at this location. The proposed equipment at the proposed location may cause the VFR pilot to adjust their flight path which could cause a distraction during a critical phase of flight. At its proposed location and height, the equipment may have an adverse effect upon VFR navigation, especially during periods of low ceiling and visibility conditions near the minimum allowed for VFR flight, as prescribed in 14 CFR 91.155. Equipment that exceeds a Part 77 obstruction standard and that exceeds the airport visual surface is considered to have an adverse effect and would have a substantial adverse effect if a significant volume of VFR aeronautical operations are affected. If the OEG, in consultation with Flight Standards, determines that a significant volume of VFR activity will be affected, then Flight Standards recommends appropriate safety risk mitigations such as increasing the visual conspicuity of the equipment, lowering the equipment to a height that will not cause substantial adverse effect, perform the work when the runway is closed or consider temporarily displacing or relocating the threshold for the runway to mitigate the equipment's adverse effect to the approach and departure paths. A temporarily displaced or relocated threshold may reduce the runway declared distances and potentially derogate airport capacity. We also recommend the proponent coordinate the construction activities at this location with the Air Traffic Control Tower and the Airport Manager. Further study may be required (e.g. circularization) to determine additional VFR effect.

Case Description for ASN 2025-AWP-2740-NRA

Replacing the current Terminal 4 Central Plant will include removing and replacing all associated equipment evaluating and possibly including the control systems that provide all cooling capabilities for the Terminal 4 building campus with four crane locations.