

BCS HealthPartners Parking Ramp Development Application

Airport Zoning Permit



Project Narrative

December 27, 2016

Property Owner:

Bloomington Central Station LLC
c/o McGough Development
2737 Fairview Avenue North
St. Paul, MN 55113

Developer:

McGough Development
2737 Fairview Avenue North
St. Paul, MN 55113

Prepared by:

Kimley-Horn and Associates, Inc

A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions for the BCS HealthPartners Parking Ramp Project Development Application will be as follows:

- Airport Zoning Permit for Mobile Cranes

The Development Application for the BCS HealthPartners Parking Ramp Project will adhere to the following proposed approval schedule:

MSP Zoning Ordinance Board of Adjustment	January 3, 2017
Submit Signed Findings of Fact	January 4, 2017
Community Development Director Issues Airport Zoning Permit	January 2017

The Development Application will include the following:

- Development Application
- Project Narrative
- FAA Determinations – Points A-D
- Sheet 2.200 – C10.1 FDP Airport Zoning Permit Plan
- Alternative Crane Configuration
- Electronic files of all the above

B. PROJECT LOCATION

The project site is located south and west of the current HealthPartners building located at 8170 33rd Avenue South, in Bloomington, MN. The site is bounded on the south by East Old Shakopee Road; on the west by 30th Avenue South; on the north by the Blue Line LRT corridor; and on the east by the existing HealthPartners building. The site is primarily surface parking lots serving HealthPartners.

C. PROPERTY

The HealthPartners Parking Ramp will be built on what is currently platted as Outlot A, Bloomington Central Station 2nd Addition, Hennepin County, Minnesota. Outlot A has a PIN Number 01-027-24-14-0016 and is owned by Bloomington Central Station LLC. Outlot A will be subdivided by Bloomington Central Station 5th Addition into one lot and three outlots. The parking ramp will be located on Lot 1, Block 1.

D. PROPOSED PROJECT

The project consists of the design and construction a new HealthPartners parking ramp, partial renovation of the existing 8170 building and site improvements south of the existing light rail. This application is only concerning the proposed HealthPartners Parking Ramp.

HealthPartners Parking Ramp

The new parking ramp is seven levels above grade with one level below. The ramp supports 1,657 vehicles with a footprint of roughly 275' east to west by 245' north to south. The ramp and

associated surface parking south of the light rail provide all the necessary parking for the existing 8170 building. The ramp will have two-way traffic with two sloped parking ramps connecting levels. The ramp will have a precast structure with precast spandrel panels. The ramp is designed to accommodate another two full bays of parking in the future to accommodate the additional parking need if an additional office building is built on the parcel between the ramp and the existing 8170 building.

The parking ramp, and the taller elevator core, have been reviewed by the FAA. Aeronautical Study No. 2016-AGL-13018-OE (Point E) through Aeronautical Study No. 2016-AGL-13025-OE (Point L) have a “Determination of No Hazard to Air Navigation”. Point M represents the worse-case for site lighting on the top of the parking ramp. Aeronautical Study No. 2016-AGL-13026-OE (Point M) has a “Determination of No Hazard to Air Navigation”. These items were addressed in the first Airport Zoning Permit, Case #pl201600215.

E. AIRPORT ZONING

The City of Bloomington adopted the Airport Runway (AR-17) Overlay District that codifies the 2004 MSP Zoning Ordinance. This ordinance creates Safety Zone A (RPZ), Safety Zone B, and Safety Zone C for Runway 17-35, which creates additional zoning requirements for this project site, including a City of Bloomington Airport Zoning Permit.

The southwest corner of HealthPartners Parking Ramp and Lot 1, Block 1 Bloomington Central Station 5th Addition falls within Safety Zone B. The remainder of the lot is in Safety Zone C and is in the Transition Surface and Zone. The maximum object elevation transitions from an approximately elevation of 912 (NGVD 1929) at the southwest corner to an approximate elevation of 955 at the northeast corner of the parking ramp. The proposed parking ramp building height is 69’-6” at the top of the spandrel walls, and with a proposed finish floor elevation of 816.50, it has a maximum elevation of 886.00. The proposed parking ramp elevator tower roof height is 83’-6”, and with a proposed finish floor elevation of 816.50, it has a maximum elevation of 900.00. These are below the Runway 35 Precision Instrument Approach Surface of Safety Zone B and below the Runway 35 Transition Surface of Safety Zone C.

The MSP Zoning Ordinance establishes the maximum construction height of 80 feet for the entire development parcel, before requiring an Airport Zoning Permit. Consistent with City Code Section 19.38.03, an Airport Zoning Permit from the City of Bloomington will be required for the parking elevator tower, as well as for the mobile crane that will be required to construct this parking ramp. The project requires an Airport Zoning Permit for the parking ramp and lighting. A separate Airport Zoning Permit will be required for the mobile crane and is being sought with this application.

Parking Ramp Building and Lighting

The parking ramp, and the taller elevator core, have been reviewed by the FAA. Aeronautical Study No. 2016-AGL-13018-OE (Point E) through Aeronautical Study No. 2016-AGL-13025-OE (Point L) have a “Determination of No Hazard to Air Navigation”. Point M represents the worse-case for site lighting on the top of the parking ramp. Aeronautical Study No. 2016-AGL-13026-OE (Point M) has a “Determination of No Hazard to Air Navigation”. These items were addressed in the first Airport Zoning Permit, Case # PL201600215, dated December 7, 2016.

Mobile Crane

Kimley-Horn prepared a crane operation area defined by four points with elevations, Point A through Point D. Refer to Sheet 2.200 – C10.1 FDP Airport Zoning Permit Plan. The resulting crane operation rectangular volume was based on a crane proposed by Wells Precast. Initially, Wells proposed to use Manitowoc 2250 Series 3 mobile cranes with a 220-foot boom will be used to set columns, beams, double tees, and spandrel panels. The initial determinations with the FAA, Aeronautical Study No. 2016-AGL-13582-OE (Point A) through Aeronautical Study No. 2016-AGL-13585-OE (Point D), dated October 20, 2016, had a “Notice of Presumed Hazard” determination. The FAA stated that the crane heights proposed would not be approved.

Kimley-Horn worked with the FAA to determine the maximum elevation that would not impact air navigation and instrument landing systems. The FAA require that these four points would require a 2C accuracy survey. We had Sunde Land Survey prepare certified surveys of this points to FAA 2C accuracy. We worked with McGough Construction and Wells Precast on an alternate crane plan, that uses a Manitowoc 2250 Series 3 with an 80-foot boom with a 70-foot luffing jib. This crane can operate within the required object height and within the maximum construction object elevation as noted on Sheet 2.200 – C10.1 FDP Airport Zoning Permit Plan.

Kimley-Horn refiled the FAA 7460 for these points. Aeronautical Study No. 2016-AGL-13582-OE (Point A) through Aeronautical Study No. 2016-AGL-13585-OE (Point D), dated December 5, 2016, have a “Determination of No Hazard to Air Navigation for Temporary Structure”.

MSP Zoning Ordinance Variance

This rectangle volume of crane operation area exceeds the Runway 35 Precision Instrument Approach Surface and the Runway 35 Transition Surface, which will require MSP Zoning Ordinance Variance from the MSP Zoning Ordinance Board of Adjustment.

Kimley-Horn submitted the MSP Zoning Ordinance Variance Application to the Metropolitan Airports Commission (MAC) on December 6, 2016. Neil Ralston, Airport Planner for MAC, determined that the application is complete on December 13, 2016 and began his analysis.

Neil Ralston is currently preparing a staff memo, which will contain a staff report of the facts and analysis, as well as a Findings, Conclusions, and Approval for the Board of Adjustment to consider. The Board of Adjustment meeting has been scheduled for January 13, 2016.

Upon approval of the Board of Adjustment, a signed copy of the Findings, Conclusions and Approval of the Variance will be forwarded to the City of Bloomington as required for the City of Bloomington Airport Zoning Permit. We anticipate this in early January 2017.



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

Aeronautical Study No.
2016-AGL-13582-OE

Issued Date: 12/05/2016

Dan Elenbaas
Kimley-Horn & Associates, Inc.
2550 University Ave W
Suite 238N
Saint Paul, MN 55114

****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 temporary mobile crane Point A
Location:	Bloomington, MN
Latitude:	44-51-22.77N NAD 83
Longitude:	93-13-47.33W
Heights:	806 feet site elevation (SE) 124 feet above ground level (AGL) 930 feet above mean sea level (AMSL)

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 and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

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.

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.

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 Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AGL-13582-OE

Signature Control No: 305246278-311769229

(TMP)

Fred Souchet
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 124 feet above ground level, 930 feet above mean sea level.

Location: The structure will be located 1.58 nautical miles south of MSP Airport reference point.

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

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

Section 77.19 (e) Transitional Surface by 18 feet as applied to MSP.

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 L Change 1, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

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 AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, 612-725-6464 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 MSP ATCT Manager 612-713-4000 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.

Any height exceeding 124 feet above ground level (930 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 12/05/2017 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.



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Federal Aviation Administration
Southwest Regional Office
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AGL-13583-OE

Issued Date: 12/05/2016

Dan Elenbaas
Kimley-Horn & Associates, Inc.
2550 University Ave W
Suite 238N
Saint Paul, MN 55114

****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 temporary mobile crane Point B
Location:	Bloomington, MN
Latitude:	44-51-19.42N NAD 83
Longitude:	93-13-47.39W
Heights:	806 feet site elevation (SE) 124 feet above ground level (AGL) 930 feet above mean sea level (AMSL)

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 and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

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.

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.

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 Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AGL-13583-OE

Signature Control No: 305246280-311769581

(TMP)

Fred Souchet
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 124 feet above ground level, 930 feet above mean sea level.

Location: The structure will be located 1.63 nautical miles south of MSP Airport reference point.

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

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

Section 77.19 (d) Approach Surface by 17 feet as applied to MSP.

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 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

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 AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, 612-725-6464 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 MSP ATCT Manager 612-713-4000 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.

Any height exceeding 124 feet above ground level (930 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 12/05/2017 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.



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

Aeronautical Study No.
2016-AGL-13584-OE

Issued Date: 12/05/2016

Dan Elenbaas
Kimley-Horn & Associates, Inc.
2550 University Ave W
Suite 238N
Saint Paul, MN 55114

****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 temporary mobile crane Point C
Location:	Bloomington, MN
Latitude:	44-51-19.37N NAD 83
Longitude:	93-13-41.58W
Heights:	816 feet site elevation (SE) 156 feet above ground level (AGL) 972 feet above mean sea level (AMSL)

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 and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

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.

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.

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 Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AGL-13584-OE

Signature Control No: 305246281-311769230

(TMP)

Fred Souchet
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 124 feet above ground level, 930 feet above mean sea level.

Location: The structure will be located 1.58 nautical miles south of MSP Airport reference point.

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

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

Section 77.19 (e) Transitional Surface by 18 feet as applied to MSP.

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 L Change 1, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

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 AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, 612-725-6464 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 MSP ATCT Manager 612-713-4000 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.

Any height exceeding 156 feet above ground level (972 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 12/05/2017 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.



Mail Processing Center
Federal Aviation Administration
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AGL-13585-OE

Issued Date: 12/05/2016

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Saint Paul, MN 55114

****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 temporary mobile crane Point D
Location:	Bloomington, MN
Latitude:	44-51-22.72N NAD 83
Longitude:	93-13-41.52W
Heights:	816 feet site elevation (SE) 170 feet above ground level (AGL) 986 feet above mean sea level (AMSL)

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 and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

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.

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.

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 Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AGL-13585-OE

Signature Control No: 305246282-311769228

(TMP)

Fred Souchet
Specialist

Additional Condition(s) or Information for ASN 2016-AGL-13585-OE

Proposal: To construct and/or operate a(n) Crane to a height of 124 feet above ground level, 930 feet above mean sea level.

Location: The structure will be located 1.58 nautical miles south of MSP Airport reference point.

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

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

Section 77.19 (e) Transitional Surface by 18 feet as applied to MSP.

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 L Change 1, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

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 AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, 612-725-6464 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 MSP ATCT Manager 612-713-4000 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.

Any height exceeding 170 feet above ground level (986 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 12/05/2017 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.