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

Aeronautical Study No.
2023-ANM-3726-OE

Issued Date: 10/11/2023

Todd Boyce
Westwood Homes
12700 NW Cornell Rd
Portland, OR 97229

**** 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:	House Lot 49
Location:	Salem, OR
Latitude:	44-53-27.79N NAD 83
Longitude:	123-00-27.08W
Heights:	341 feet site elevation (SE)
	26 feet above ground level (AGL)
	367 feet above mean sea level (AMSL)

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:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/11/2025 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 November 10, 2023. 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, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on November 20, 2023 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 Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANM-3726-OE.

Signature Control No: 584853125-601657737 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

1. TITLE 14 CFR PART 77 - AERONAUTICAL STUDY

A list of commonly used acronyms and abbreviations is available at the end of this document. A full list is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf. Separate determinations for each study in this project can be found at the OE/AAA website (http://oeaaa.faa.gov).

2. LOCATION OF PROPOSED CONSTRUCTION

86 studies were evaluated by the FAA for a proposed housing project near Mcnary Field Airport (SLE), Salem, OR. 43 of the 86 studies were found to exceed Part 77 Section 77.19(a) standards but did not require circularization due to an internal FAA review. Of these, the closest study point, ASN 2023-ANM-3716-OE, would be approximately 1.06 NM south southwest of airport reference point for Mcnary Field Airport, Salem, OR.

The 43 study locations are described as follows:

ASN / Structure Name / AGL / AMSL / Latitude / Longitude

2023-ANM-3649-OE / Lot 10 / 31 / 366 / 44-53-25.25N / 123-00-23.59W
2023-ANM-3650-OE / Lot 11 / 32 / 370 / 44-53-25.24N / 123-00-24.15W
2023-ANM-3651-OE / Lot 12 / 34 / 376 / 44-53-25.23N / 123-00-24.70W
2023-ANM-3652-OE / Lot 13 / 34 / 382 / 44-53-25.22N / 123-00-25.33W
2023-ANM-3653-OE / Lot 14 / 40 / 380 / 44-53-26.82N / 123-00-25.41W
2023-ANM-3654-OE / Lot 15 / 41 / 374 / 44-53-26.83N / 123-00-24.54W
2023-ANM-3655-OE / Lot 16 / 41 / 372 / 44-53-28.14N / 123-00-25.30W
2023-ANM-3656-OE / Lot 17 / 44 / 368 / 44-53-28.20N / 123-00-24.47W
2023-ANM-3657-OE / Lot 18 / 47 / 366 / 44-53-28.25N / 123-00-23.78W
2023-ANM-3658-OE / Lot 19 / 38 / 364 / 44-53-26.84N / 123-00-23.50W
2023-ANM-3686-OE / Lot 9 / 39 / 364 / 44-53-31.71N / 123-00-27.78W
2023-ANM-3687-OE / Lot 10 / 41 / 366 / 44-53-31.69N / 123-00-28.47W
2023-ANM-3688-OE / Lot 11 / 43 / 368 / 44-53-31.68N / 123-00-29.17W
2023-ANM-3689-OE / Lot 12 / 43 / 368 / 44-53-31.66N / 123-00-29.86W
2023-ANM-3690-OE / Lot 13 / 43 / 368 / 44-53-31.65N / 123-00-30.56W
2023-ANM-3691-OE / Lot 14 / 41 / 365 / 44-53-31.63N / 123-00-31.25W
2023-ANM-3692-OE / Lot 15 / 41 / 364 / 44-53-31.62N / 123-00-31.94W
2023-ANM-3698-OE / Lot 21 / 39 / 364 / 44-53-29.31N / 123-00-34.05W
2023-ANM-3699-OE / Lot 22 / 40 / 367 / 44-53-28.69N / 123-00-34.03W
2023-ANM-3700-OE / Lot 23 / 41 / 369 / 44-53-28.08N / 123-00-34.00W
2023-ANM-3701-OE / Lot 24 / 40 / 369 / 44-53-29.14N / 123-00-32.28W
2023-ANM-3703-OE / Lot 26 / 38 / 365 / 44-53-30.04N / 123-00-31.62W
2023-ANM-3704-OE / Lot 27 / 40 / 370 / 44-53-29.16N / 123-00-31.58W
2023-ANM-3705-OE / Lot 28 / 41 / 371 / 44-53-29.17N / 123-00-30.89W
2023-ANM-3706-OE / Lot 29 / 40 / 368 / 44-53-30.06N / 123-00-30.92W
2023-ANM-3707-OE / Lot 30 / 40 / 368 / 44-53-30.08N / 123-00-30.09W
2023-ANM-3708-OE / Lot 31 / 43 / 373 / 44-53-29.19N / 123-00-30.06W
2023-ANM-3709-OE / Lot 32 / 43 / 373 / 44-53-29.20N / 123-00-29.36W

2023-ANM-3710-OE / Lot 33 / 40 / 368 / 44-53-30.09N / 123-00-29.39W
2023-ANM-3711-OE / Lot 34 / 38 / 366 / 44-53-30.11N / 123-00-28.70W
2023-ANM-3712-OE / Lot 35 / 41 / 371 / 44-53-29.21N / 123-00-28.67W
2023-ANM-3713-OE / Lot 36 / 40 / 369 / 44-53-29.23N / 123-00-27.83W
2023-ANM-3714-OE / Lot 37 / 38 / 365 / 44-53-30.12N / 123-00-27.87W
2023-ANM-3716-OE / Lot 39 / 39 / 366 / 44-53-32.25N / 123-00-26.82W
2023-ANM-3725-OE / Lot 48 / 28 / 365 / 44-53-28.17N / 123-00-26.29W
2023-ANM-3726-OE / Lot 49 / 26 / 367 / 44-53-27.79N / 123-00-27.08W
2023-ANM-3727-OE / Lot 50 / 26 / 369 / 44-53-27.75N / 123-00-27.78W
2023-ANM-3728-OE / Lot 51 / 28 / 371 / 44-53-27.73N / 123-00-28.61W
2023-ANM-3729-OE / Lot 52 / 31 / 373 / 44-53-27.72N / 123-00-29.31W
2023-ANM-3730-OE / Lot 53 / 31 / 373 / 44-53-27.71N / 123-00-30.00W
2023-ANM-3731-OE / Lot 54 / 31 / 371 / 44-53-27.69N / 123-00-30.83W
2023-ANM-3732-OE / Lot 55 / 32 / 370 / 44-53-27.68N / 123-00-31.53W
2023-ANM-3733-OE / Lot 56 / 33 / 369 / 44-53-27.67N / 123-00-32.22W

3. OBSTRUCTION STANDARDS EXCEEDED

The structures are identified as an obstruction under the following Part 77 standards:

Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. The proposals would penetrate the SLE Horizontal Surface by a maximum of 19 feet.

4. TITLE 14 CFR PART 77 - EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposals would penetrate the SLE Horizontal Surface by a maximum of 19 feet.

Effects on the VFR traffic pattern: The proposals would exceed the SLE VFR Traffic Pattern Airspace (TPA) in the Part 77 Horizontal Surface by a maximum of 19 feet, as defined in FAA Order 7400.2, 6-3-8, Evaluating Effect on VFR Operations.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any substantial adverse effect on existing or proposed public-use or military airports, there are no physical or electromagnetic effects on the operation of air navigation and communications facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SLE Airport Master Record can be viewed/downloaded at https://adip.faa.gov/agis/public/#/airportData/SLE . It states there are 141 single-engine, 10 multi-engine, 6 jet, 8 helicopter, 19 military, 0 ultra- light and 2 glider aircraft based there with 39,823 operations for the 12 months ending 31 December 2019 latest information.

5. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public due to an internal FAA evaluation. This does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

6. DETERMINATION - NO HAZARD TO AIR NAVIGATION

The FAA has determined the proposed construction would not have a substantial adverse effect on the safe and efficient use of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

7. BASIS FOR DECISION

Study for possible VFR effect disclosed that the proposals would not have substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. The described proposals would penetrate the SLE Part 77 Horizontal Surface and VFR TPA by a maximum of 19 feet, however, there is a taller structure on record between the proposals and the airport and the proposals are located on sloped terrain that exceeds the proposals heights a short distance further away from the airport. There would be no derogation of the navigable airspace overlying the project location. No other VFR effects were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. Marking and lighting was considered but deemed unnecessary.

8. CONDITIONS

Within five days after the structure described in this narrative reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website http://oeaaa.faa.gov. This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

9. ACRONYMS & ABBREVIATIONS

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ARP, Airport Reference Point
ARSR, Air Route Surveillance Radar
ARTCC, Air Route Traffic Control Center
ASN, Aeronautical Study Number
ASR, Airport Surveillance Radar
ATC, Air Traffic Control
ATCT, Air Traffic Control Tower
CARSR, Common Air Route Surveillance Radar
CAT, Category
CFR, Code of Federal Regulations
CG, Climb Gradient
DA, Decision Altitude

DME, Distance Measuring Equipment
FAA, Federal Aviation Administration
FUS, Fusion
GPS, Global Positioning System
IAF, Initial Approach Fix
IAP, Instrument Approach Procedure
ICA, Initial Climb Area
IFR, Instrument Flight Rules
INT, Intersection
LAT, Latitude
LNAV, Lateral Navigation
LOC, Localizer
LONG, Longitude
LP, Localizer Performance
LPV, Localizer Performance with Vertical Guidance
MDA, Minimum Descent Altitude
MEA, Minimum En route Altitude
MET, Meteorological Evaluation Tower
MIA, Minimum IFR Altitude
Min, Minimum
MOCA, Minimum Obstruction Clearance Altitude
MSA, Minimum Safe Altitude
MSL, Mean Sea Level
MVA, Minimum Vectoring Altitude
NA, Not Authorized
NAS, National Airspace System
NAVAID, Navigational Aid
NDB, Non-Directional Radio Beacon
NEH, No Effect Height
NM, Nautical Mile
NOTAM, Notice to Airmen
NPF, Notice of Preliminary Findings
OCS, Obstacle Clearance Surface
OE, Obstruction Evaluation
OEG, Obstruction Evaluation Group
Part 77 - Title 14 Code of Federal Regulations CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.
P-NOTAM, Permanent Notice to Airmen
RLOS, Radar Line of Sight
RNAV, Area Navigation
RNP, Required Navigation Performance
RWY, Runway
S-, Straight-in
SE, Site Elevation
S-LOC, Straight-in Localizer
SM, Statute Miles
Std., Standard
TAA, Terminal Arrival Area
TACAN, Tactical Air Navigation System

TERPS, Terminal Instrument Procedures
TPA, Traffic Pattern Airspace
TRACON, Terminal Radar Approach Control
V, Victor Airway
VFR, Visual Flight Rules
VHF, Very High Frequency
VOR, VHF Omnidirectional Radio Range System
VORTAC, VOR/TACAN System
W/1A, with a 1A accuracy survey
W2C, with a 2C accuracy survey

TOPO Map for ASN 2023-ANM-3726-OE

Sectional Map for ASN 2023-ANM-3726-OE