

NOTICE OF NOTAM PUBLICATION

To: PHX NOTAM NOTIFICATION GROUP DISTRIBUTION

Date: 05/12/2026

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

Subject: **PHX NOTAM #127-2026**

FAA NAS NOTAM # 05/036

OBSTRUCTION – 340' CRANE

USE CAUTION FOR A FLAGGED AND LIGHTED CRANE 340' AGL, 1,511' MSL AND LOCATED 6,150 FEET NORTHEAST OF THE RUNWAY 26 THRESHOLD.

**EFFECTIVE: WEDNESDAY, MAY 13, 2026 FROM 0600 (L) UNTIL
FRIDAY, MAY 22, 2026 AT 1659 (L).**

**CRANE
COORDINATES:
33 27 10.20N
111 58 40.01W**



Dago Hinojos

DAGOBERTO HINOJOS
Aviation Supervisor II- Operations

Bragg Crane- Paul Cerny (602 284 2546)

2025-AWP-19403-OE

(6,150' NE RWY 26 & 1.01NM NE RWY 26)

**PHX NOTAMS IN EFFECT: #001-2026, 003-2026, 004-2026, 005-2026, 006-2026, 007-2026, 008-2026,
009-2026, 053-2026, 064-2026, 073-2026, 079-2026, 095-2026, 096-2026, 113-2026 AND 127-2026.**

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: *[Signature]*

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-19403-OE

Issued Date: 03/18/2026

*WED 5/13 @ 0600 - Fri 5/22 @ 1459
 6,150' NE Reg 26
 1.01 NM NE Reg 26*

BRAGG CRANE SERVICE
 PAUL CERNY
 2600 W. McDowell Road
 Phoenix, AZ 85009

****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 Iron Mountain AZ2
 County, State: Maricopa, Arizona

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-27-10.20N	111-58-40.01W	1171 Ft	340 Ft	1511 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 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.

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-19403-OE

Signature Control No: 687422731-697059227

(TMP)

Luke Wray
Specialist

Additional Condition(s) or Information for ASN 2025-AWP-19403-OE

Proposal: To construct and/or operate a(n) Crane to a height of 340 feet above ground level, 1511 feet above mean sea level.

Location: The structure will be located 2.03 nautical miles northeast of PHX Airport reference point.

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

Section 77.17 (a) (2) by 140 feet - a height that exceeds 1371 feet above mean sea level within 2.03 nautical miles of PHX.

Section 77.17 (a) (3) by 105 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate Obstacle penetrates RWY 8 40:1 departure surface 7 feet, however, departure route turns or climbs to an altitude to avoid, or required climb gradient is less than currently published, No IFR Effect. /// ILS or LOC RWY 8, ORIG-F; RNAV (GPS) Y RWY 8, AMDT 2, increase CAT A/B Circling MDA from 1860/1860 to 1880, NEH 1510 AMSL, W/2C, No IFR Effect. /// ILS or LOC RWY 7R, AMDT 2D; ILS or LOC RWY 25L, AMDT 1H; ILS or LOC RWY 26, AMDT 1; ILS or LOC/DME RWY 7L, AMDT 11B; RNAV (GPS) Y RWY 7L, AMDT 1C; RNAV (GPS) Y RWY 7R AMDT 1C; RNAV (GPS) Y RWY 25L, AMDT 2; RNAV (GPS) Y RWY 25R, AMDT 2C; increase CAT A/B Circling MDA from 1740/1740 to 1880, NEH 1427 AMSL, W/2C, 1740/1740 to 1820, NEH 1440 AMSL. /// RNAV (GPS) Y RWY 26, AMDT 3, increase LNAV/VNAV DA from 1581 to 1722, NEH 1420 AMSL, W/1A, 1581 to 1672, NEH 1420 AMSL (4D/1A), increase CAT A/B Circling MDA from 1740/1740 to 1880, NEH 1427 AMSL, W/2C, 1740/1740 to 1820, NEH 1440 AMSL.

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (a) Horizontal Surface by 227 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.

This determination expires on 09/18/2027 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 8 40:1 departure surface 7 feet, however, departure route turns or climbs to an altitude to avoid, or required climb gradient is less than currently published, No IFR Effect. /// ILS or LOC RWY 8, ORIG-F; RNAV (GPS) Y RWY 8, AMDT 2, increase CAT A/B Circling MDA from 1860/1860 to 1880, NEH 1510 AMSL, W/2C, No IFR Effect. /// ILS or LOC RWY 7R, AMDT 2D; ILS or LOC RWY 25L, AMDT 1H; ILS or LOC RWY 26, AMDT 1; ILS or LOC/DME RWY 7L, AMDT 11B; RNAV (GPS) Y RWY 7L, AMDT 1C; RNAV (GPS) Y RWY 7R AMDT 1C; RNAV (GPS) Y RWY 25L, AMDT 2; RNAV (GPS) Y RWY 25R, AMDT 2C; increase CAT A/B Circling MDA from 1740/1740 to 1880, NEH 1427 AMSL, W/2C, 1740/1740 to 1820, NEH 1440 AMSL. /// RNAV (GPS) Y RWY 26, AMDT 3, increase LNAV/VNAV DA from 1581 to 1722, NEH 1420 AMSL, W/1A, 1581 to 1672, NEH 1420 AMSL (4D/1A), increase CAT A/B Circling MDA from 1740/1740 to 1880, NEH 1427 AMSL, W/2C, 1740/1740 to 1820, NEH 1440 AMSL.

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 ocaaa.faa.gov and review the NOTAM Efile Desk Reference Guide for assistance.

TOPO Map for ASN 2025-AWP-19403-OE



