

NOTICE OF NOTAM PUBLICATION

To: PHX NOTAM NOTIFICATION GROUP DISTRIBUTION

Date: 10/26/2026

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

Subject: **PHX NOTAM #358-2026**

FAA NAS NOTAM # 10/091

OBSTRUCTION – 200' CRANE

USE CAUTION FOR A FLAGGED AND LIGHTED CRANE 200' AGL, 1,341' MSL AND LOCATED 6,750 FEET SOUTHEAST OF THE RUNWAY 25R THRESHOLD.

EFFECTIVE: TUESDAY, OCTOBER 27, 2026 FROM 0600 (L) UNTIL 1659 (L).

CRANE

COORDINATES:

33 25 33.96N

111 58 19.04W



Smiley Lifting Solutions- Benji Harrison (480) 268 6049)

2026-AWP-14067-OE

(6,750' SE RWY 25R & 1.11NM SE RWY 25R)

PHX NOTAMS IN EFFECT: #001-2026, 003-2026, 004-2026, 005-2026, 006-2026, 009-2026, 053-2026, 064-2026, 073-2026, 079-2026, 135-2026, 139-2026, 178-2026, 197-2026, 250-2026, 286-2026, 328-2026, 356-2026, 357-2026 AND 358-2026.

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

DAGOBERTO HINOJOS

Aviation Supervisor II- Operations

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.
2026-AWP-14067-OE

Issued Date: 09/04/2026

SMILEY LIFTING SOLUTIONS LLC
BENJAMIN HARRISON
5326 W. Mohave St.
Phoenix, AZ 85043

1 . 2 .
3 . 4 .
Tue 10/27 0600-1100
~~Fri 10/23 0600-1100~~
6.750' SE Reg 25A
1.11 PM SE Reg 25A

****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: Mobile Crane Mobile Crane 2035 W 4th St
County, State: Maricopa, Arizona

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-25-33.96N	111-58-19.04W	1141 Ft	200 Ft	1341 Ft
pt-2	33-25-33.90N	111-58-16.28W	1142 Ft	200 Ft	1342 Ft
pt-3	33-25-32.03N	111-58-16.92W	1142 Ft	200 Ft	1342 Ft
pt-4	33-25-32.47N	111-58-19.22W	1142 Ft	200 Ft	1342 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 2026-AWP-14067-OE

Signature Control No: 716788025-722530462

(TMP)

Luke Wray
Specialist

Additional Condition(s) or Information for ASN 2026-AWP-14067-OE

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 200 feet above ground level, 1342 feet above mean sea level.

Location: The structure will be located 2.05 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 84 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate (PT1) At 1341 AMSL, 4D, PHOENIX SKY HARBOR INTL (PHX) PHOENIX, AZ. Obstacle penetrates RWY 7L 40:1 departure surface 44 feet requiring DIVERSE VECTOR AREA (RADAR VECTORS), AMDT 2, RWY 7L, requires minimum climb gradient increase from 200 to 328 ft/nm to 1500, W/2C, requires minimum climb gradient increase from 200 to 254 ft/nm to 1500, NEH 1297 AMSL (4D/2C). /// TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 6; FYRBD ONE (RNAV); KEENS THREE DEPARTURES: RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 328 to 1500, W/2C, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 254 to 1500, NEH 1297 AMSL (4D/2C). /// BUCKEYE FOUR; CHILLY FOUR; MOBIE FOUR; STANFIELD FOUR DEPARTURES, RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 300 to 328 to 8000, NEH 1297 AMSL (4D/2C), W/2C, No IFR Effect. /// ILS OR LOC RWY 25L, AMDT 1H, increase S-LOC 25L MDA from 1520 to 1660, NEH 1261 AMSL, W/2C, 1520 to 1600, NEH 1270 AMSL. /// RNAV (GPS) Y RWY 25R, AMDT 2C, increase LNAV/VNAV DA from 1580 to 1660 (cap at LNAV), W/1A, 1580 to 1639, NEH 1258 AMSL (4D/1A), increase LNAV MDA from 1640 to 1660, NEH 1340 AMSL, W/2C, No IFR Effect. +++ (PT2) At 1342 AMSL, 4D. Obstacle penetrates RWY 7L 40:1 departure surface 39 feet requiring DIVERSE VECTOR AREA (RADAR VECTORS), AMDT 2, RWY 7L, requires minimum climb gradient increase from 200 to 317 ft/nm to 1500, W/2C, requires minimum climb gradient increase from 200 to 247 ft/nm to 1500, NEH 1303 AMSL (4D/2C). /// TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 6; FYRBD ONE (RNAV); KEENS THREE DEPARTURES: RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 317 to 1500, W/2C, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 247 to 1500, NEH 1303 AMSL (4D/2C). /// BUCKEYE FOUR; CHILLY FOUR; MOBIE FOUR; STANFIELD FOUR DEPARTURES, RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 300 to 317 to 8000, NEH 1303 AMSL (4D/2C), W/2C, No IFR Effect. /// ILS OR LOC RWY 25L, AMDT 1H, increase S-LOC 25L MDA from 1520 to 1660, NEH 1261 AMSL, W/2C, 1520 to 1600, NEH 1270 AMSL. /// RNAV (GPS) Y RWY 25R, AMDT 2C, increase LNAV/VNAV DA from 1580 to 1660 (cap at LNAV), W/1A, 1580 to 1640, NEH 1268 AMSL (4D/1A), increase LNAV MDA from 1640 to 1660, NEH 1340 AMSL, W/2C, No IFR Effect. +++ (PT3) At 1342 AMSL, 4D. Obstacle penetrates RWY 7L 40:1 departure surface 41 feet requiring DIVERSE VECTOR AREA (RADAR VECTORS), AMDT 2, RWY 7L, requires minimum climb gradient increase from 200 to 320 ft/nm to 1500, W/2C, requires minimum climb gradient increase from 200 to 249 ft/nm to 1500, NEH 1301 AMSL (4D/2C). /// TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 6; FYRBD ONE (RNAV); KEENS THREE DEPARTURES: RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 320 to 1500, W/2C, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 249 to 1500, NEH 1301 AMSL (4D/2C). /// BUCKEYE FOUR; CHILLY FOUR; MOBIE FOUR; STANFIELD FOUR DEPARTURES, RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 300 to 320 to 8000, NEH 1301 AMSL (4D/2C), W/2C, No IFR Effect. /// ILS OR LOC RWY 25L, AMDT 1H, increase S-LOC

25L MDA from 1520 to 1660, NEH 1261 AMSL, W/2C, 1520 to 1600, NEH 1270 AMSL. /// RNAV (GPS) Y RWY 25R, AMDT 2C, increase LNAV/VNAV DA from 1580 to 1660 (cap at LNAV), W/1A, 1580 to 1640, NEH 1266 AMSL (4D/1A), increase LNAV MDA from 1640 to 1660, NEH 1340 AMSL, W/2C, No IFR Effect. +++ (PT4) At 1342 AMSL, 4D. Obstacle penetrates RWY 7L 40:1 departure surface 46 feet requiring DIVERSE VECTOR AREA (RADAR VECTORS), AMDT 2, RWY 7L, requires minimum climb gradient increase from 200 to 330 ft/nm to 1500, W/2C, requires minimum climb gradient increase from 200 to 256 ft/nm to 1500, NEH 1296 AMSL (4D/2C). /// TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 6; FYRBD ONE (RNAV); KEENS THREE DEPARTURES: RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 330 to 1500, W/2C, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 200 to 256 to 1500, NEH 1296 AMSL (4D/2C). /// BUCKEYE FOUR; CHILLY FOUR; MOBIE FOUR; STANFIELD FOUR DEPARTURES, RWY 7L, increase ceiling and visibility from STD to 300-1 3/8 or STD with a minimum climb gradient increase from 300 to 330 to 8000, NEH 1296 AMSL (4D/2C), W/2C, No IFR Effect. /// ILS OR LOC RWY 25L, AMDT 1H, increase S-LOC 25L MDA from 1520 to 1660, NEH 1261 AMSL, W/2C, 1520 to 1600, NEH 1270 AMSL. /// RNAV (GPS) Y RWY 25R, AMDT 2C, increase LNAV/VNAV DA from 1580 to 1660 (cap at LNAV), W/1A, 1580 to 1640, NEH 1257 AMSL (4D/1A), increase LNAV MDA from 1640 to 1660, NEH 1340 AMSL, W/2C, No IFR Effect.

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

Section 77.19 (a) Horizontal Surface by 58 feet as applied to PHX.

Section 77.19 (d) Approach Surface by 40 feet as applied to PHX.

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 N, 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 03/04/2028 unless extended, revised, or terminated by the issuing office.

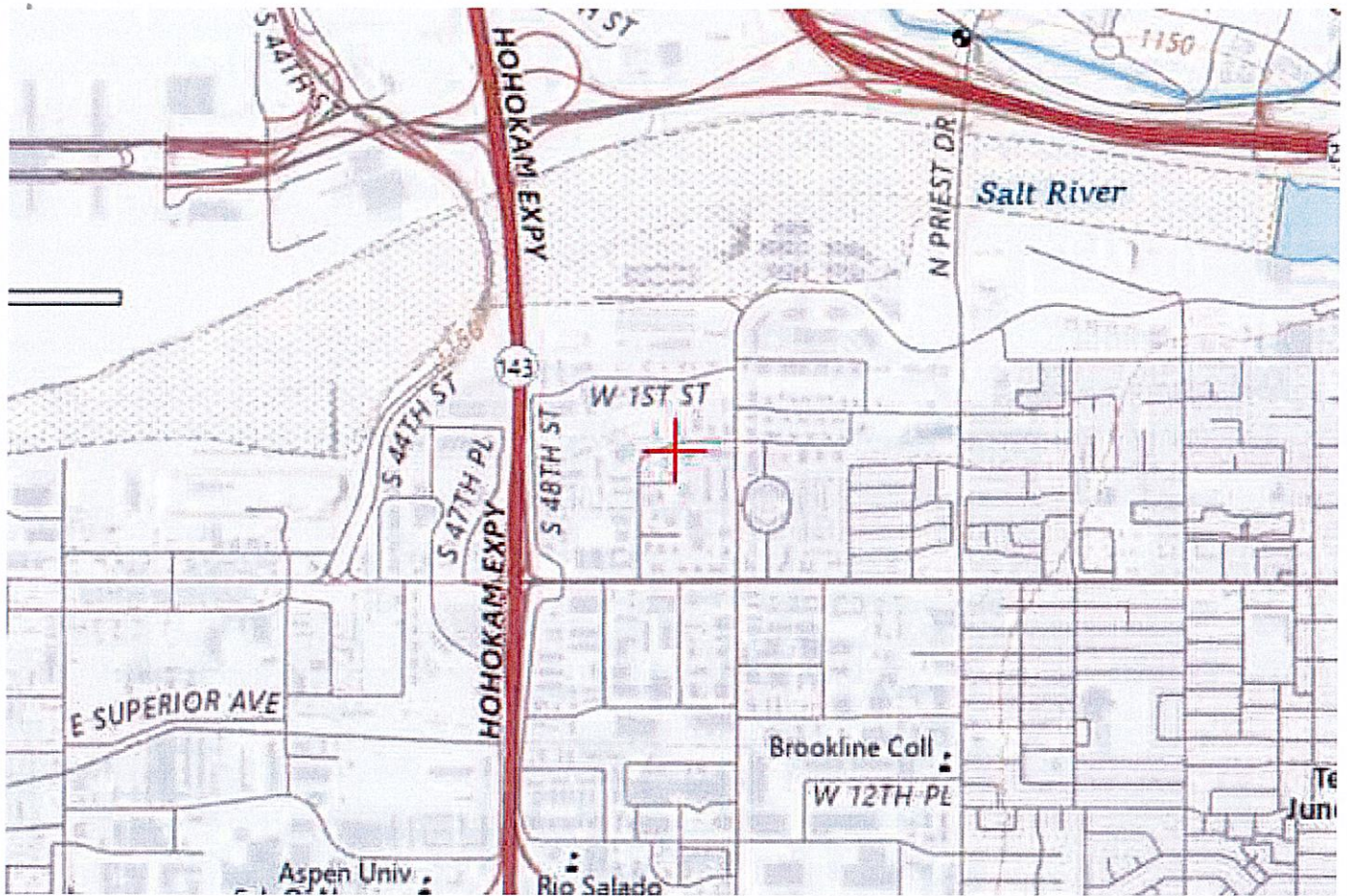
NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE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

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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](https://www.faa.gov/oeaaa) and review the NOTAM Efile Desk Reference Guide for assistance.



NOTAM Request



Your NOTAM request has been submitted

- Provide the start date. This must be AFTER 10/22/2026
- Provide a Completion Date or the number of days. This date must be BEFORE 03/04/2028
- Provide a Time of Arrival
- Provide onsite contact Name and Contact number

Start Date:

10 / 23 / 2026

Completion Date:

10 / 23 / 2026

Number of Days:

0

Time of Arrival:

06 : 00 AM

Time Zone:

Mountain (UTC -7:00)

Onsite Contact Name:

Daniel Yard

Onsite Contact Number:

(480) 416-4294

Close

Submit

NOTAM Request



Your NOTAM request has been submitted

- Provide the start date. This must be AFTER 10/27/2026
- Provide a Completion Date or the number of days. This date must be BEFORE 03/04/2028
- Provide a Time of Arrival
- Provide onsite contact Name and Contact number

Start Date:

10 / 27 / 2026

Completion Date:

10 / 27 / 2026

Number of Days:

0

Time of Arrival:

06 : 00 AM

Time Zone:

Mountain (UTC -7:00)

Onsite Contact Name:

Rudy Padilla

Onsite Contact Number:

(480) 826-9905

Close

Submit