Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-ANE-1540-OE
Prior Study No.
2006-ANE-741-OE

Issued Date: 01/19/2007

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**** 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:	Antenna Tower
Location:	Warwick, RI
Latitude:	41-43-9.60 N NAD 83
Longitude:	71-26-.50 W
Heights:	28 feet above ground level (AGL) 78 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 AC 70/7460-1K, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

____ At least 10 days prior to start of construction
(7460-2, Part I)

_X__ Within 5 days after the construction reaches its greatest height
(7460-2, Part II)

See attachment for additional information.

This determination expires on 03/19/2009 unless:

(a) extended, revised or terminated by the issuing office.
(b) 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 POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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 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 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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (816)329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-ANE-1540-OE.

Signature Control No: 496841-521283 (EBO)

Donna ONeill
Specialist

Attachment(s)
Additional Information
Frequency Data
Map

7460-2 Attached

Additional Information for ASN 2006-ANE-1540-OE

The project is for the temporary installation of sensors (radar and Radome antennas) for a test of FOD detection radar system. The temporary equipment would be located abeam the runway and approximately 726 ft. from the centerline of Runway 5/23 at the T.F Green State Airport (PVD), Providence, RI. They are identified as exceeding 14 CFR, Part 77 obstruction standards as follows as applied to PVD:

Section 77.23(a)(5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.25, 77.28, or 77.29; would exceed the Runway 23 transition surface by 2 ft.

The proposed equipment does not constitute substantial adverse effect because the structure is temporary. The structures will not be a hazard to air navigation provided the conditions noted on Page 1 and below of this determination are strictly met.

However, harmful interference to the Providence (PVD), RI, RCO may exist if the proponent's equipment meets only the minimum FCC requirements. As a condition of this determination we require a minimum spurious emissions tolerance at the dB levels specified below from the proponent's equipment within the 118-137 MHz frequency band:

94.0-null GHz @ 20dBm (118-137MHz -69dB)

This Determination of No Hazard is granted provided the following condition is adhered to:

Upon receipt of notification from the Federal Communication Commission that harmful interference is being caused by the licensee's transmitter, the licensee shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference.

Frequency Data for ASN 2006-ANE-1540-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
94		GHz	20	dBm

Map for ASN 2006-ANE-1540-OE