

WPR22FA151

AIRPORTS

Specialist's Factual Report - Attachment 1
FAA Aeronautical Study 2016-ANM-878-OE
November 6, 2023



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

Aeronautical Study No.
2016-ANM-878-OE

Issued Date: 05/18/2016

William Schow
Gem State Processing LLC
951 Highway 30
Heyburn, ID 83336

**** NOTICE OF PRESUMED HAZARD ****

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:	Agglomerate Exhaust Stack
Location:	Heyburn, ID
Latitude:	42-33-05.92N NAD 83
Longitude:	113-45-34.15W
Heights:	4156 feet site elevation (SE) 70 feet above ground level (AGL) 4226 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 62 feet above ground level (4218 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANM-878-OE.

Signature Control No: 285214688-292405597

(NPH)

Robert van Haastert

Specialist

Attachment(s)

Additional Information

Additional information for ASN 2016-ANM-878-OE

Narrative for 2016-ANM-863 through 866, 868, 875 through 878, 898 through 902, 921 through 924-OE

Abbreviations

VFR - Visual Flight Rules	AGL - Above Ground Level	RWY - runway
IFR - Instrument Flight Rules	MSL - Mean Sea Level	nm - nautical mile
DA - Decision Altitude	MDA - Minimum Decent Altitude	ft -- feet

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This project would be located at the distances and heights east of RWY 20 threshold at Burley Municipal (BYI) Airport, ID. The BYI elevation is 4154 MSL.

Aeronautical Study	AGL / MSL	Local ID	Distance from RWY 20 threshold
2016-ANM-863-OE	60 / 4216	Dehydrator 1 Stack 3	2,166 feet
2016-ANM-864-OE	60 / 4216	Dehydrator 1 Exhaust Stack 4	2,170 feet
2016-ANM-865-OE	60 / 4216	Dehydrator 2 Exhaust Stack 1	2,142 feet
2016-ANM-866-OE	60 / 4216	Dehydrator 2 Exhaust Stack 2	2,138 feet
2016-ANM-868-OE	60 / 4216	Dehydrator 2 Exhaust Stack 4	2,145 feet
2016-ANM-875-OE	80 / 4236	Silo 1	2,249 feet
2016-ANM-876-OE	80 / 4236	Silo 2	2,221 feet
2016-ANM-877-OE	80 / 4236	Silo 3	2,190 feet
2016-ANM-878-OE	70 / 4226	Agglomerate Exhaust Stack	2,341 feet
2016-ANM-898-OE	70 / 4226	Drum Dryer #2 Exhaust Stack	2,066 feet
2016-ANM-899-OE	70 / 4226	Drum Dryer Exhaust Stack #1	2,053 feet
2016-ANM-900-OE	70 / 4226	Drum Dryer Exhaust Stack #3	2,083 feet
2016-ANM-901-OE	70 / 4226	Drum Dryer Exhaust Stack #4	2,099 feet
2016-ANM-902-OE	70 / 4226	Drum Dryer Exhaust Stack #5	2,113 feet
2016-ANM-921-OE	60 / 4216	Dehydrator 2 Exhaust Stack #3	2,137 feet
2016-ANM-922-OE	60 / 4216	Dehydrator 1 Exhaust Stack # 2	2,179 feet
2016-ANM-923-OE	60 / 4216	Dehydrator 1 Exhaust Stack # 1	2,182 feet
2016-ANM-924-OE	60 / 4226	Drum Dryer Exhaust Stack #6	2,129 feet

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(3) -- A structure that causes less than the required obstacle clearance within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area resulting in increases to an IFR terminal minimum altitude. These structures will penetrate the 40:1 departure surface in the RWY 02 initial climb areas (ICA) by the values below.

Aeronautical Study	Exceeds by
2016-ANM-863-OE	22 feet
2016-ANM-864-OE	21 feet
2016-ANM-865-OE	22 feet
2016-ANM-866-OE	22 feet
2016-ANM-868-OE	22 feet
2016-ANM-875-OE	39 feet
2016-ANM-876-OE	40 feet
2016-ANM-877-OE	41 feet

2016-ANM-878-OE	27 feet
2016-ANM-898-OE	34 feet
2016-ANM-899-OE	34 feet
2016-ANM-900-OE	33 feet
2016-ANM-901-OE	33 feet
2016-ANM-902-OE	33 feet
2016-ANM-921-OE	22 feet
2016-ANM-922-OE	21 feet
2016-ANM-923-OE	21 feet
2016-ANM-924-OE	32 feet

Section 77.19(d) -- The approach surface area designated to protect aircraft during the final approach phase of flight at an airport. These structures would exceed BYI RWY 20 approach surface area by the values below:

Aeronautical Study	Exceeds by
2016-ANM-863-OE	18 feet
2016-ANM-864-OE	18 feet
2016-ANM-865-OE	19 feet
2016-ANM-866-OE	19 feet
2016-ANM-868-OE	16 feet
2016-ANM-875-OE	35 feet
2016-ANM-876-OE	36 feet
2016-ANM-877-OE	37 feet
2016-ANM-878-OE	23 feet
2016-ANM-898-OE	31 feet
2016-ANM-899-OE	31 feet
2016-ANM-900-OE	30 feet
2016-ANM-901-OE	30 feet
2016-ANM-902-OE	29 feet
2016-ANM-921-OE	19 feet
2016-ANM-922-OE	18 feet
2016-ANM-923-OE	18 feet
2016-ANM-924-OE	29 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The RWY 20 Visual Approach System Indicator (VASI) Obstruction Clearance Surface (OCS) is adversely impacted.

These structures have been identified by the FAA Technical Operations Division, Operations Engineering Support Center, which penetrate the BYI RWY 20 VASI OCS by the following:

Aeronautical Study	Exceeds by
2016-ANM-863-OE	8 feet
2016-ANM-864-OE	8 feet
2016-ANM-865-OE	8 feet
2016-ANM-866-OE	8 feet
2016-ANM-868-OE	8 feet
2016-ANM-875-OE	8 feet

2016-ANM-876-OE	8 feet
2016-ANM-877-OE	8 feet
2016-ANM-878-OE	8 feet
2016-ANM-898-OE	8 feet
2016-ANM-899-OE	8 feet
2016-ANM-900-OE	8 feet
2016-ANM-901-OE	8 feet
2016-ANM-902-OE	8 feet
2016-ANM-921-OE	7 feet
2016-ANM-922-OE	7 feet
2016-ANM-923-OE	7 feet
2016-ANM-924-OE	7 feet

The VASI system is a system of lights on the side of an airport runway threshold that provides visual descent guidance information during the approach to a runway. These lights may be visible from up to five miles during the day and up to 20 miles or more at night. Basic VASI consist of two sets of lights. One set marks the start of the runway, while the other is set up some seven meters (twenty feet) behind the first. Each set of lights is designed so that the lights appear as either white or red, depending on the angle at which the lights are viewed. When the pilot is approaching the lights at the proper angle, meaning the pilot is on the glide slope, the first set of lights appears white and the second set appears red. When both sets appear white, the pilot is flying too high, and when both appear red he is flying too low.

Penetration of the RWY 20 VASI OCS is hazardous to aviation and the RWY 20 VASI system has been placed out-of-service.

Initial FAA Findings:

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.

The BVI VFR Traffic Pattern airspace is not penetrated.

The BYI Airport Master Record can be viewed/downloaded at <http://www.gcr1.com/5010web/airport.cfm?Site=BYI>. It states there are 75 single-engine and four (4) multi-engine aircraft based there with 27,750 operations for the 12 months ending 24 June 2014 (latest information).

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

c. The impact on all planned public-use airports and aeronautical facilities follow: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: these structures penetrate the VASI OCS and have forced the airport to take the RWY 20 VASI out-of-service.



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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-ANM-878-OE

Issued Date: 09/28/2016

William Schow
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Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 52 feet above ground level (4208 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

See Attachment for Additional information.

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If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANM-878-OE.

Signature Control No: 285214688-305900514

(NPH)

Paul Holmquist
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2016-ANM-878-OE

Narrative for 2016-ANM-863 through 866, 868, 875 through 878, 898 through 902, 921 through 924-OE
Corrected Narrative

Abbreviations

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Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

The existing structures are located at the following distances and heights east of RWY 20 threshold at Burley Municipal (BYI) Airport, ID. The BYI elevation is 4154 MSL.

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2016-ANM-922-OE	7 feet
2016-ANM-923-OE	7 feet
2016-ANM-924-OE	17 feet

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