

FIGURE 5

Federal Aviation Administration
 Central Region, ACE-530
 901 Locust
 Kansas City, MO 64106

AERONAUTICAL STUDY
 No: 01-ACE-2136-OE

ISSUED DATE: 10/25/01

45278

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 RICHLAND TOWERS
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 TAMPA, FL 33609

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed 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:

Description: NEW ANTENNA TOWER TO REPLACE EXISTING TOWER
 MULTIPLE FREQUENCIES
 Location: KANSAS CITY MO
 Latitude: 39-01-19.67 NAD 83
 Longitude: 094-30-49.92
 Heights: 1158 feet above ground level (AGL)
 2046 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), if any, is(are) met:

-As a condition to this determination, the structure should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1K Change 1, Obstruction Marking and Lighting, Chapters 4, 9(H-Dual), & 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)

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

-See attachment for additional condition(s) or information.

This determination expires on 06/04/03 unless:

- (a) extended, revised or terminated by the issuing office or
- (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 on 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.

FIGURE 5

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Proposed Frequencies/ERP: 678 MHz at 1.17 mw; 580 MHz at 24 kw; 608 MHz at 500 kw; 160-174 MHz at 150 w and 800 MHz at 150 w.

The proposed construction would be located in Kansas City, Missouri, approximately 7.1 nautical miles (NM) southeast of the Kansas City Downtown Airport and approximately 7.6 nautical miles northwest of the Lee's Summit Municipal Airport. It is identified as an obstruction under the standards of 14 CFR, part 77, as follows:

Section 77.23(a)(1): A height more than 500 ft. AGL. Would exceed by 658 ft.

The proposal was not circularized to the public for comment as the new tower would be located within 23 ft. of an existing taller structure that would be dismantled after the new tower is constructed. The existing tower was previously studied and a Determination of No Hazard to Air Navigation was issued under Aeronautical Study No. 76-CE-729-OE.

Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations or procedures.

Study for possible visual flight rules (VFR) effect disclosed that the proposed structure would have no effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at the Kansas City Downtown Airport or the Lee's Summit Municipal Airport, or any other known public use or military airports. Replacing the existing taller tower with a tower of lesser height would not create substantial adverse effect for VFR en route flight operations.

The proposed structure would be appropriately obstruction marked and/or lighted to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.