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Aeronautical Study No.
2014-AGL-6241-OE
Prior Study No.
1986-AGL-340-OE

Issued Date: 10/16/2014

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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 London Tower
Location:	London, OH
Latitude:	39-53-02.99N NAD 83
Longitude:	83-25-30.91W
Heights:	1039 feet site elevation (SE) 336 feet above ground level (AGL) 1375 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) is(are) met:

As a condition to this Determination, the structure should continue to be marked/lighted utilizing paint/red lights.

See attachment for additional condition(s) or information.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before November 15, 2014. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 25, 2014 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

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

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-6241-OE.

Signature Control No: 219267078-231900722

(DNH)

John Page

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Frequency Data

cc: FCC

AERONAUTICAL STUDY No. 2014-AGL-6241-OE

Abbreviations

VFR- Visual Flight Rules AGL - Above Ground Level RWY - runway
IFR - Instrument Flight Rules MSL - Mean Sea Level nm - nautical mile
AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF EXISTING STRUCTURE

This study is to correct the coordinates and height for this existing Antenna Tower at 336 feet AGL (1375 feet AMSL). The structure is located approximately 19, 619 feet (3.22 nm) southeast of the proposed RWY 27 threshold of the Madison County Airport (UYF) in London, OH. UYF elevation is 1082 feet MSL. The existing antenna tower at the new location has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR) Part 77, as applied to UYF.

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The existing antenna tower exceeds by 56 feet.

3. EFFECTS ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: Study for possible VFR effect disclosed that the existing antenna tower would have no effect on any existing or proposed arrival or departure VFR operations or procedures. Even though the structure exceeds obstruction standards Section 77.17(a)(2) by 56 feet; it would not exceed the altitude protected for VFR operations conducted in the traffic pattern airspace. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at the UYF Airport or any other known public use or military airports and would have no impact on the aeronautical operations. At 336 feet AGL, the existing antenna tower does not have a substantial adverse effect on VFR en route flight operations.
- b. The impact on arrival, departure and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the existing structure would have no effect on any existing or proposed arrival or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the existing structure affect the capacity of any known existing or planned public-use or military airport.
- 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: The cumulative impact of the existing structure, when combined with other proposed and existing structures, is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circularized for public comments on September 4, 2014. No comments were received as result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the existing structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. CONDITIONS

The structure shall continue to be marked and lighted as outlined in chapters 3(Marked), 4, 5(Red) and 12, of the Advisory Circular AC 70/7460-1K. The advisory circular is available online at [https://oeaaa.faa.gov/oeaaa/external/content/AC70_7460 1K.pdf](https://oeaaa.faa.gov/oeaaa/external/content/AC70_7460%201K.pdf). It is also free of charge, from the Department of Transportation, Subsequent Distribution Section, M-494.3, 400 7th Street, SW, Washington, DC 20590

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

Frequency Data for ASN 2014-AGL-6241-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	60	dBm
10	12	GHz	60	dBm
106.3	106.3	MHz	6000	W