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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2018-ACE-6856-OE

Issued Date: 12/20/2018

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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:	Building NE Building Corner
Location:	Lee's Summit, MO
Latitude:	38-57-17.45N NAD 83
Longitude:	94-21-47.63W
Heights:	1005 feet site elevation (SE)
	24 feet above ground level (AGL)
	1029 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 is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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 FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 06/20/2020 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) 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 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.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before January 19, 2019. 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 of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on January 29, 2019 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 Policy Group via telephone – 202-267-8783.

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, effective 21 Nov 2007, 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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

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).

If we can be of further assistance, please contact Chris Smith, at (817) 222-5928, or chris.smith@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ACE-6856-OE.

Signature Control No: 385898471-392862009 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Abbreviations:
AGL, Above Ground Level
CFR, Code of Federal Regulations
DER, Departure End of Runway
NM, Nautical Mile
RWY, Runway
TERPS, Terminal Instrument Approach Procedures

The proposed structure would be located approximately .48 NM southeast of the Airport Reference Point for the Lee's Summit Municipal Airport (LXT), Lee's Summit, MO. It is identified as exceeding the obstruction standards of 14 CFR Part 77 as follows as applied to LXT:

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria):

The proposal would penetrate the RWY 11 Initial Climb Area (ICA) in the 40:1 departure surface by 28 ft. Qualifies as low close in penetration with climb gradient termination altitude 200 ft or less above DER, requiring Takeoff Minimums and (Obstacle) Departure Procedures Note.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization proposals which exceed the above cited obstruction standard by less than 35 feet.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

Aeronautical study disclosed that the structure would have the adverse effect as described above by penetrating the RWY 11 ICA in the 40:1 departure surface; however, the structure does not require any change in the existing required climb gradient but requires a Note be added to the U.S. Terminal Procedures publication, Take-Off Minimums and (Obstacle) Departure Procedures, describing the location and height of this structure as a low, close-in obstacle. Therefore, this proposed structure is not considered to have a substantial adverse effect. The proposed structure will have no effect on any other existing or proposed arrival, departure, or en route IFR operation or procedure.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

Study for possible VFR effect disclosed that the structure will have no significant effect on any existing or proposed arrival or departure VFR operations or procedures. It will not conflict with airspace required to conduct normal VFR traffic pattern operations at LXT or any other known public use or military airport. At 24 feet AGL the structure will not have a substantial adverse effect on VFR en route flight operations.

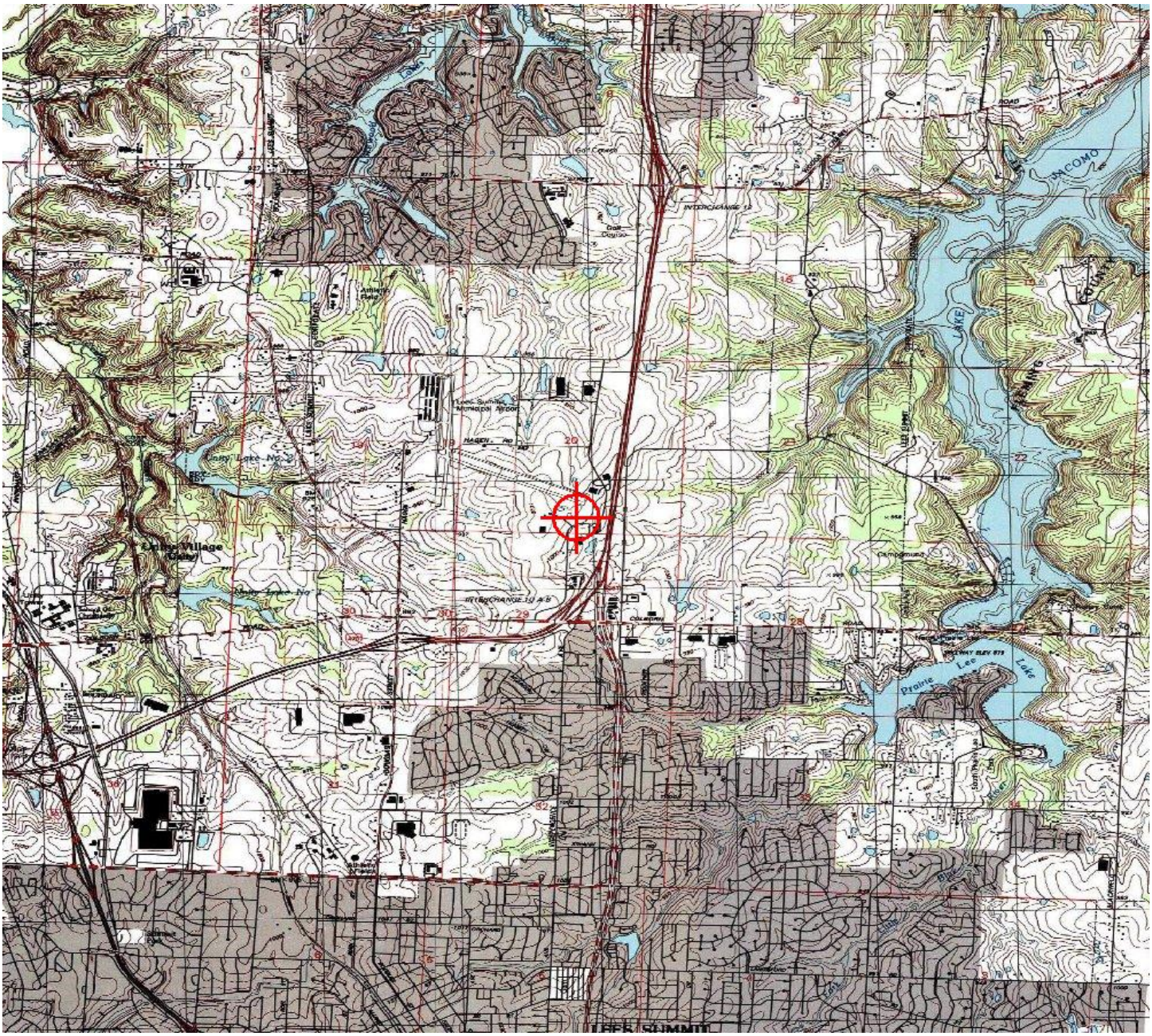
The proposed structure will penetrate the ICA by a small amount, but in this case insignificant amount. Information will be placed in the U.S. Terminal Procedures publication to increase pilot awareness in case they will need to visually avoid the proposal.

ABSOLUTELY MANDATORY: The proposed structure will be appropriately obstruction marked and 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 significant. Study did not disclose any significant 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 provided the conditions set forth in this determination are met.

TOPO Map for ASN 2018-ACE-6856-OE



Sectional Map for ASN 2018-ACE-6856-OE