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

Aeronautical Study No.
2023-ACE-1791-OE

Issued Date: 09/19/2023

Andrew Donchez
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1300 Martin Street
Nashville, TN 37203

**** 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 BLOCK E, LOT 3 - MOLINE BUILDING
Location:	KANSAS CITY, MO
Latitude:	39-06-06.96N NAD 83
Longitude:	94-35-56.50W
Heights:	748 feet site elevation (SE)
	120 feet above ground level (AGL)
	868 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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 Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 19, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air

Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 29, 2023 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 Rules and Regulations 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, 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).

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.

If we can be of further assistance, please contact Luke Wray, at (817) 222-4559, or luke.w.wray@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ACE-1791-OE.

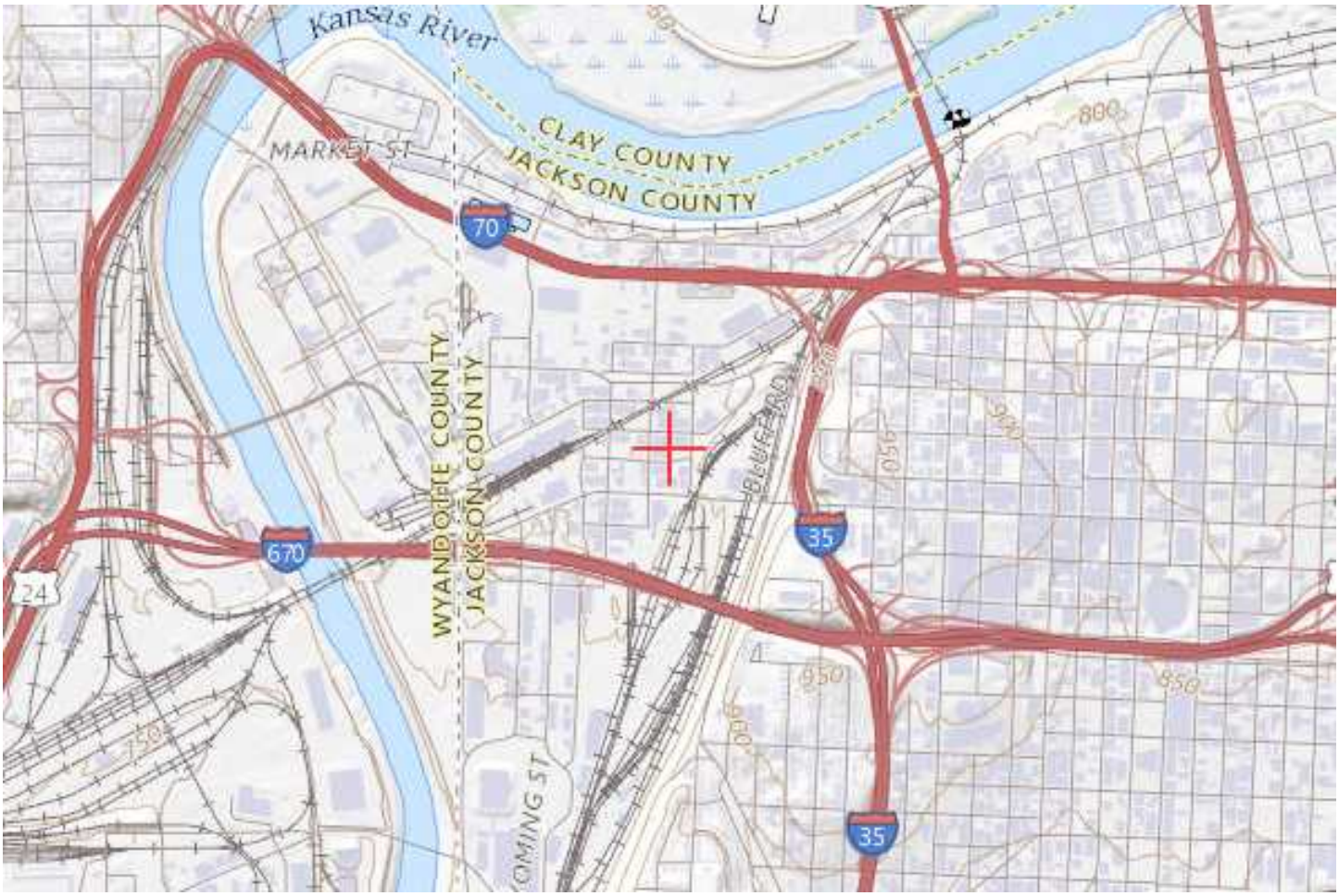
Signature Control No: 577769850-599679139 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

ACE, Central Region
ADS-B, Automatic Dependent Surveillance-Broadcast
AEA, Eastern Region
AGL, Above Ground Level
ALP, Airport Layout Plan
AMDT, Amendment
AMSL, Above Mean Sea Level
ANE, New England Region
ANM, Northwest Mountain Region
ARP, Airport Reference Point
ASN, Aeronautical Study Number
ASO, Southern Region
ASR, Airport Surveillance Radar
ATC, Air Traffic Control
ATCRB, Air Traffic Control Radar Beacon
ATO, Air Traffic Organization
AWOS, Automated Weather Observing System
BUEC, Backup Emergency Communication
CAT, Category of aircraft
CFR, Code of Federal Regulations
CG, Climb Gradient
CW, Clockwise
DA, Decision Altitude
dB, Decibel
dBm, Decibel-Milliwatts
DER, Departure End of Runway
DME, Distance Measuring Equipment
DNE, Do Not Exceed
DoD, Department of Defense
FAA, Federal Aviation Administration
FAR, Federal Aviation Regulation
FCC, Federal Communications Commission
FT, Feet
GPS, Global Positioning System
IAW, In Accordance With
ICA, Instrument Climb Area
IFP, Instrument Flight Procedures
IFR, Instrument Flight Rules
ILS, Instrument Landing System
LNAV, Lateral Navigation
LOC, Localizer
LP, Localizer Performance without Vertical Guidance
LPV, Localizer performance with Vertical guidance
LSCS, Light Signal Clearance Surface
MALSR, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MDA, Minimum Descent Altitude
MVA, Minimum Vectoring Altitude

N/A, Not Applicable
NA, Not Available
NAS, National Airspace System
NAVAID, Navigational Aid
NDB, Non-directional Beacon
NEH, No Effect Height
NOTAM, Notice to Air Mission
NM, Nautical Miles
OAS, Obstacle Authoritative Source
OE, Obstruction Evaluation
OEG, Obstruction Evaluation Group
ORIG, Original
PAPI, Precision Approach Path Indicator
RADAR, Radio Detection and Ranging
REIL, Runway End Identifier Lights
RFI, Radio Frequency Interference
RNAV, Area Navigation
RNP, Required Navigation Performance
ROW, Right Of Way
RPZ, Runway Protection Zone
RSS, Radar Support System
RVR, Runway Visual Range
RWY, Runway
SDF, Step Down Fix
SE, Site Elevation
SIAP, Standard Instrument Approach Procedure
SM, Statute Mile
SSC, System Support Center
STD, Standard
TACAN, Tactical Air Navigation System
TERPS, Terminal Enroute Procedures
TPA, Traffic Pattern Airspace
TRACON, Terminal Radar Approach Control Facility
UHF, Ultra High Frequency
VASI, Visual Approach Slope Indicator
VFR, Visual Flight Rules
VNAV, Vertical Navigation
VHF, Very High Frequency
VOR, VHF Omni-directional Radio

TOPO Map for ASN 2023-ACE-1791-OE



Sectional Map for ASN 2023-ACE-1791-OE