

Aeronautical Study Result – 2024-079-CPF – 120 ft Light pole

KAZC has zoning jurisdiction over the structure's site per 602 KAR50:030.

- Structure extrudes the 100:1(or 50:1) surface.

Structure's Coordinates: 37°22'21.78"N, 83°14'59.88"W

Structure's Height : 120 ft.

User-submitted ground elevation is 1290 ft.

DEM's ground elevation is 1288.44 ft (KYAPED 2-FT DEM Phase 2).

8,175 ft to CPF runway 06/24. Exceeds 100:1 Slope Surface by 75.25 ft .

2,524 ft to CPF runway 14/32. Exceeds 100:1 Slope Surface by 131.76 ft .

Exceeds CPF 14/32 Horizontal Surface by 7 ft.

Below CPF 06/24 Conical Surface by 151.78 ft.

Exceeds CPF 14/32 Transitional Surface by 92.47 ft.

Below CPF 1.04 Nautical Mile Ring Surface by 80 ft.





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

Aeronautical Study No.
2024-ASO-13980-OE

Issued Date: 09/10/2024

Jessica Goodwin
KYTC - JG
200 Mero Street
Frankfort, KY 40502

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	High Mast Illumination HM3
Location:	Chavies, KY
Latitude:	37-22-21.78N NAD 83
Longitude:	83-14-59.88W
Heights:	1290 feet site elevation (SE) 112 feet above ground level (AGL) 1402 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting 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.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 10/17/2024.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (817) 222-5928, or chris.smith@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASO-13980-OE.

Signature Control No: 627621138-632522800

(CIR)

Chris Smith
Specialist

Attachment(s)

Part 77

Additional Information

Map(s)

Additional Information for ASN 2024-ASO-13980-OE

Proposal: To construct and/or operate a(n) High Mast Illumination to a height of 112 feet above ground level, 1402 feet above mean sea level.

Location: The structure will be located 1.04 nautical miles southeast of CPF Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Additional information for ASN 2024-ASO-13980-OE

Abbreviations

AGL - Above Ground Level

CAT - Category

CFR - Code of Federal Regulations

nm - nautical mile

RWY - Runway

TPA - Traffic Pattern Airspace

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

Our study has disclosed that this proposal (3 high mast illuminations), located approximately 1.04 nm southeast to 1.66 nm south of the Airport Reference Point, is within the Part 77 protected surfaces at WENDELL H FORD Airport (CPF), KY. Three studies were filed, all exceeded FAA notice criteria and 1 (2024-ASO-13980-OE) exceeded obstructions standards. At the proposed height, this structure will penetrate these protected airport surfaces at CPF:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Proposed RWY 14/32 extension; Exceeds by 104 feet.

Additionally, as defined in FAA JO 7400.2P, 6-3-8, Evaluating Effect on VFR Operations, the proposal would lie within the CPF TPA climb and descent area for Proposed RWY 14/32 extension for all categories of aircraft. It exceeds the transitional surface as applied to a visual approach runway by 49 feet. Records indicate that CPF has approximately 10,170 aircraft operations per year and an average of at least one VFR operation would be affected per day. This impact constitutes a substantial adverse effect; therefore, the structure at the proposed AGL height of 112 feet could be a hazard to air navigation.

*Note: Aircraft categories are based on approach speed, CAT A = less than 91 knots, CAT B = 91- 120 knots, CAT C = 121-140 knots, CAT D = 141-165 knots.



