

**BEFORE THE OHIO POWER SITING BOARD**

<b>In the Matter of the Application of</b>	)	
<b>Harrison Power LLC for a Certificate</b>	)	
<b>of Environmental Compatibility and</b>	)	<b>Case No. 17-1189-EL-BGN</b>
<b>Public Need for the Harrison Power</b>	)	
<b>Plant in Harrison County</b>	)	
	)	

**NOTICE REGARDING CONDITION 17 COMPLIANCE**

Harrison Power LLC provides notice regarding compliance with Condition 17 of the Certificate of Environmental Compatibility and Public Need issued in this proceeding. Attached as part of this notice are (1) copies of FAA Determination of No Hazard letters for the two heat recovery steam generator stacks, (2) proof of a resolution from the Harrison County Airport authority authorizing a traffic pattern change for runway 13 at the airport, (3) a copy of the request to the FAA authorizing the traffic pattern change and (4) a copy of the FAA Notice of Airport Airspace Analysis Determination Alter Public Use Airport – No Objection.

Respectfully submitted,

/s/ Michael J. Settineri

Michael J. Settineri (0073369)

Ryan D. Elliott (0086751)

MacDonald W. Taylor (0086959)

VORYS, SATER, SEYMOUR AND PEASE LLP

52 East Gay Street

Columbus, Ohio 43215

(614) 464-5462

(614) 719-5146 (fax)

[mjsettineri@vorys.com](mailto:mjsettineri@vorys.com)

[rdelliott@vorys.com](mailto:rdelliott@vorys.com)

[mwtaylor@vorys.com](mailto:mwtaylor@vorys.com)

*Attorneys for Harrison Power LLC*

### **CERTIFICATE OF SERVICE**

The Ohio Power Siting Board's e-filing system will electronically serve notice of the filing of this document on the parties referenced in the service list of the docket card who have electronically subscribed to this case. In addition, the undersigned certifies that a courtesy copy of the foregoing document is also being served upon the persons below via electronic mail this 26<sup>th</sup> day of February 2019.

/s/ Michael J. Settineri

John Jones

Jodi Bair

[John.jones@ohioattorneygeneral.gov](mailto:John.jones@ohioattorneygeneral.gov)

[Jodi.bair@ohioattorneygeneral.gov](mailto:Jodi.bair@ohioattorneygeneral.gov)



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

Aeronautical Study No.  
2018-AGL-22989-OE  
Prior Study No.  
2018-AGL-200-OE

Issued Date: 02/13/2019

James Palumbo  
Emberclear  
72 Glenmaura National blvd  
Suite 104A  
Moosic, PA 18507

**\*\* 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:	Stack #1
Location:	Cadiz, OH
Latitude:	40-15-14.02N NAD 83
Longitude:	81-00-48.81W
Heights:	1223 feet site elevation (SE)
	165 feet above ground level (AGL)
	1388 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, a med-dual system - Chapters 4,8(M-Dual),&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:

\_\_\_\_ 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 08/13/2020 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 March 15, 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on March 25, 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 Vivian Vilaro, at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AGL-22989-OE.

**Signature Control No: 391985436-396600107**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

**AERONAUTICAL STUDY NUMBER 2018-AGL-22989 and 22990-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      TPA - Traffic Pattern Airspace

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

**1. LOCATION OF PROPOSED STRUCTURE**

The proposed Stacks at 165 feet AGL/1396 feet AMSL has been identified as an obstruction under Part 77 standards. The proposed stacks would be located northeast of the proposed RWY 13 threshold of the Harrison County Airport (8G6) in Cadiz, OH. 8G6 elevation is 1173 feet MSL.

Aeronautical Study Number	Stack #	AGL/AMSL	Distance to RWY 13
2018-AGL-22989	#1	165/1223	4,407 feet (0.72 nm)
2018-AGL-22990	#2	165/1223	4,254 feet (0.70 nm)

**2. OBSTRUCTION STANDARDS EXCEEDED**

Section 77.19(a)-- A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed stacks would exceed the horizontal surface by 65 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 proposed stacks would penetrate the VFR Traffic Pattern Airspace (TPA) by 65 feet. However, 8G6 has right traffic to RWY13, and therefore, all operations are conducted south of the airport and the proposal would be located north of the airport. Due to the current right traffic for RWY 13, the proposed structure is considered to be outside the traffic pattern airspace.

**FAA Findings**

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The 8G6 Airport Master Record can be viewed or downloaded at (<http://www.gcr1.com/5010web/airport.cfm?Site=8G6>). It states that there are twenty (20) single engine aircraft based there with 5,000 operations for the 12 months ending 07/07/2016 (latest information).

- b. The impact on arrival, departure and en route procedures for aircraft operating under IFR follows:  
Aeronautical study disclosed that the proposed stacks 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 proposed stacks 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 is not considered to be significant.

#### 4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public comments because current FAA Order 7400.2, Procedures for Handling Airspace Matters, identifies that circularization is not required for any structure that would be outside the traffic pattern airspace. This does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

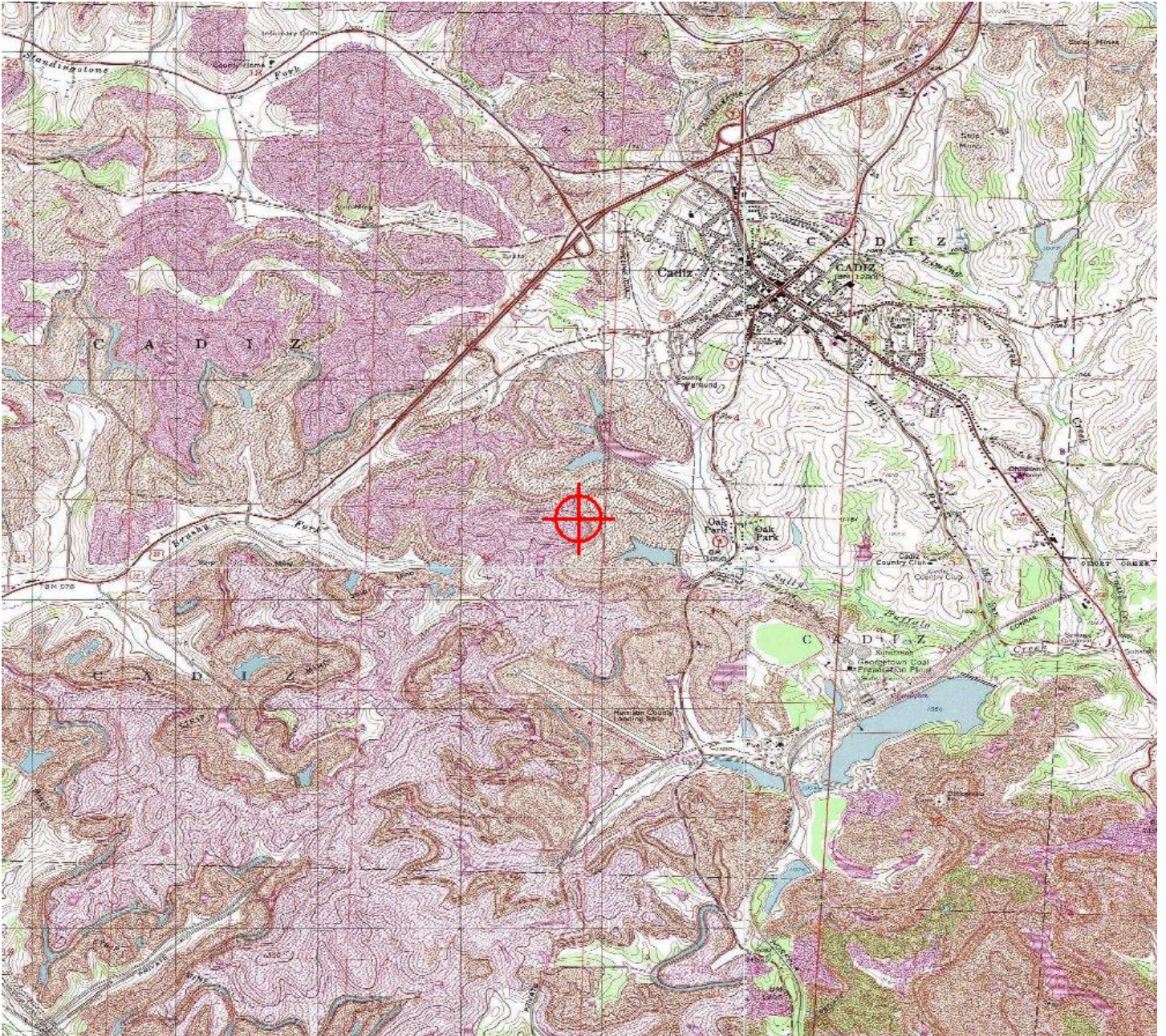
The proposed stacks would penetrate the VFR Traffic Pattern Airspace (TPA) by 65 feet; however, 8G6 has right traffic to RWY 13 therefore, all operations are conducted south of the airport and the proposed stacks would be located north of the airport. Due to the right traffic pattern for RWY 13, the proposed structures are considered to be outside of the VFR traffic pattern airspace. There are no IFR impacts and no other VFR issues were identified. The incorporation of lighting will provide additional pilot conspicuity for VFR and IFR operations in the vicinity of 8G6 airport.

#### 6. CONDITIONS

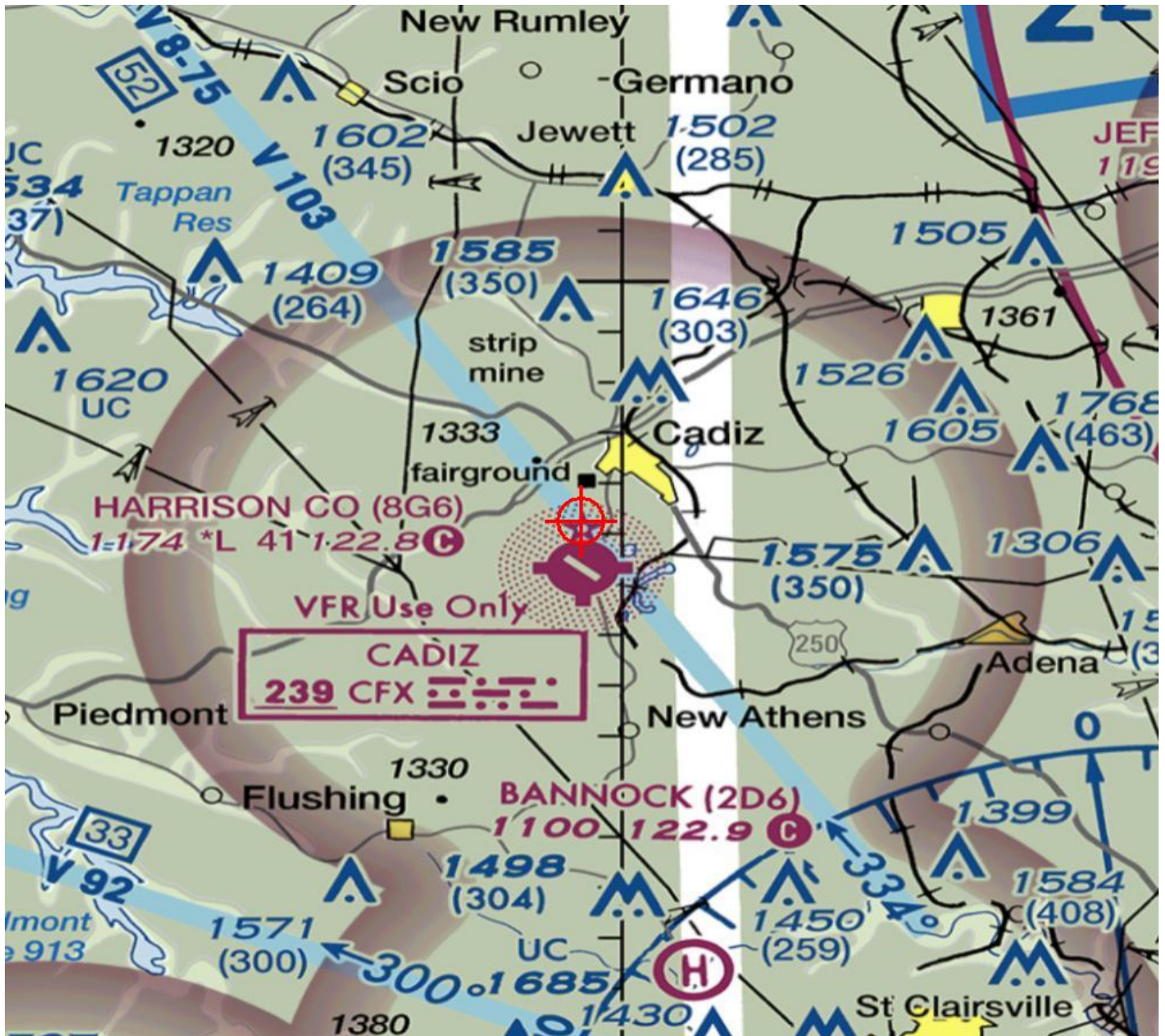
The structure shall be lighted as outlined in Chapters 4, 8 (M-Dual) and 12, of the Advisory Circular AC 70/7460-1L Change 2. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.











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

Aeronautical Study No.  
2018-AGL-22990-OE  
Prior Study No.  
2018-AGL-200-OE

Issued Date: 02/13/2019

James Palumbo  
Emberclear  
72 Glenmaura National blvd  
Suite 104A  
Moosic, PA 18507

**\*\* 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:	Stack #2
Location:	Cadiz, OH
Latitude:	40-15-13.27N NAD 83
Longitude:	81-00-51.55W
Heights:	1223 feet site elevation (SE) 165 feet above ground level (AGL) 1388 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, a med-dual system - Chapters 4,8(M-Dual),&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:

\_\_\_\_ 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 08/13/2020 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 March 15, 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on March 25, 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 Vivian Vilaro, at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AGL-22990-OE.

**Signature Control No: 391985437-396600108**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

**AERONAUTICAL STUDY NUMBER 2018-AGL-22989 and 22990-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      TPA - Traffic Pattern Airspace

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

**1. LOCATION OF PROPOSED STRUCTURE**

The proposed Stacks at 165 feet AGL/1396 feet AMSL has been identified as an obstruction under Part 77 standards. The proposed stacks would be located northeast of the proposed RWY 13 threshold of the Harrison County Airport (8G6) in Cadiz, OH. 8G6 elevation is 1173 feet MSL.

Aeronautical Study Number	Stack #	AGL/AMSL	Distance to RWY 13
2018-AGL-22989	#1	165/1223	4,407 feet (0.72 nm)
2018-AGL-22990	#2	165/1223	4,254 feet (0.70 nm)

**2. OBSTRUCTION STANDARDS EXCEEDED**

Section 77.19(a)-- A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed stacks would exceed the horizontal surface by 65 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 proposed stacks would penetrate the VFR Traffic Pattern Airspace (TPA) by 65 feet. However, 8G6 has right traffic to RWY13, and therefore, all operations are conducted south of the airport and the proposal would be located north of the airport. Due to the current right traffic for RWY 13, the proposed structure is considered to be outside the traffic pattern airspace.

**FAA Findings**

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The 8G6 Airport Master Record can be viewed or downloaded at (<http://www.gcr1.com/5010web/airport.cfm?Site=8G6>). It states that there are twenty (20) single engine aircraft based there with 5,000 operations for the 12 months ending 07/07/2016 (latest information).



- b. The impact on arrival, departure and en route procedures for aircraft operating under IFR follows:  
Aeronautical study disclosed that the proposed stacks 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 proposed stacks 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 is not considered to be significant.

#### 4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public comments because current FAA Order 7400.2, Procedures for Handling Airspace Matters, identifies that circularization is not required for any structure that would be outside the traffic pattern airspace. This does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

#### 6. BASIS FOR DECISION

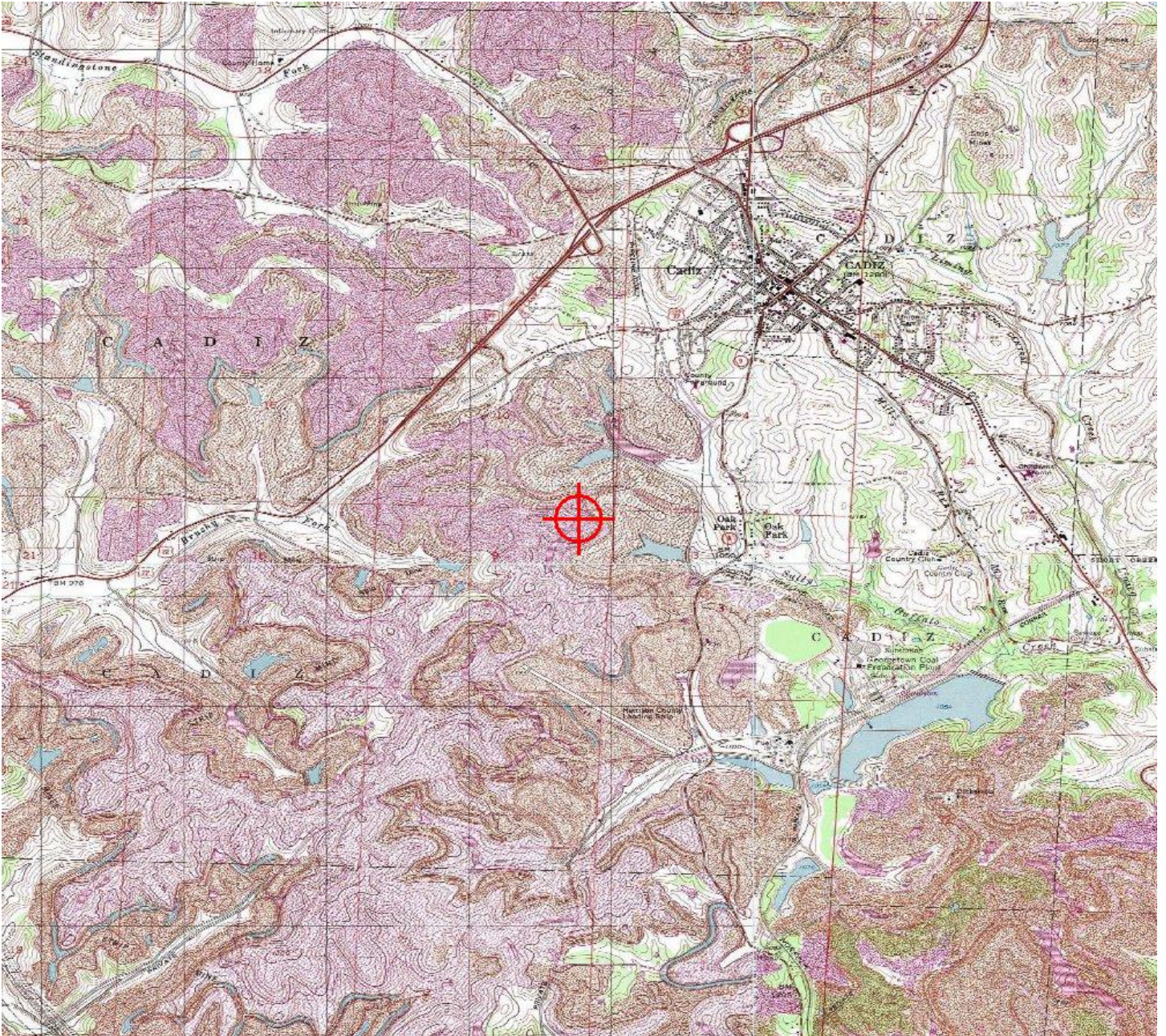
The proposed stacks would penetrate the VFR Traffic Pattern Airspace (TPA) by 65 feet; however, 8G6 has right traffic to RWY 13 therefore, all operations are conducted south of the airport and the proposed stacks would be located north of the airport. Due to the right traffic pattern for RWY 13, the proposed structures are considered to be outside of the VFR traffic pattern airspace. There are no IFR impacts and no other VFR issues were identified. The incorporation of lighting will provide additional pilot conspicuity for VFR and IFR operations in the vicinity of 8G6 airport.

#### 6. CONDITIONS

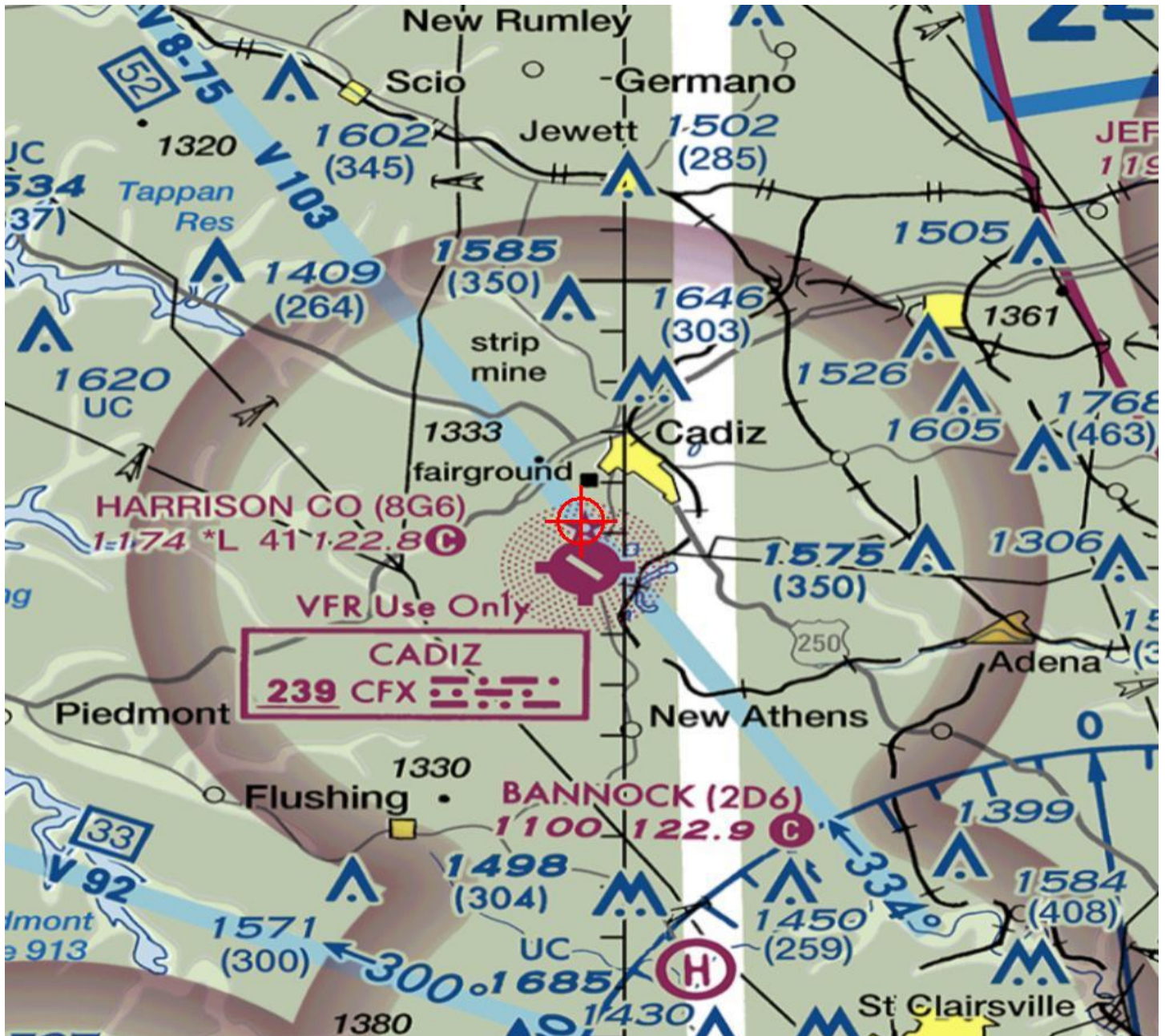
The structure shall be lighted as outlined in Chapters 4, 8 (M-Dual) and 12, of the Advisory Circular AC 70/7460-1L Change 2. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.









The Board of the Harrison County Airport Authority met on March 19, 2018 with the following members present:

David Hamilton	X	Dick Guenther	X
John Gowins		Pam Ruminski	
Tanya Burgess	X	Ted Zitko	X
Fred Hertler	X		

The following resolution was presented by Ted Zitko who moved its adoption and seconded by Dick Guenther ;

WHEREAS, The Harrison County Airport Authority will change the traffic pattern to Runway 13 from a left-hand pattern to a right-hand pattern, and

WHEREAS, the Airport Authority desires to execute the change through the Federal Aviation Association (FAA) so the publication occurs within 2018,

THEREFORE, BE IS RESOLVED, that the Harrison County Airport Authority executes the change from a left-hand pattern to a right-hand pattern for Runway 13 and

Whereupon the resolution was declared adopted.

CERTIFICATION


I, Tanya Burgess , as Secretary/Treasurer of the Harrison County Airport Authority have compared the foregoing copy of the resolution with the original resolution now on file in this office which was duly passed by the Harrison County Airport Authority on the 19<sup>th</sup> day of March, 2018, and that the same is a correct and true copy of said resolution. In witness therefore, I have hereunto set my hand this 19<sup>th</sup> day of March, 2018.

  
Signed

Tanya Burgess  
Printed Name

Secretary/Treasuer  
Title

# NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS

<b>A. Airport Owner</b> <input checked="" type="checkbox"/> Check if this is also the Property Owner				<b>B. Airport Manager</b> (Complete if different than the Airport Owner)			
1. Name and Address <input checked="" type="checkbox"/> Check if this is the Airport's Physical Address Harrison County Airport Authority 43000 Airport Road Cadiz, Ohio 43907 Attn: David Hamilton, President HCAA				1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address			
2. Phone 740-968-4947		3. Email dhamilton@hamiltonandassoc.com		2. Phone		3. Email	
<b>C. Purpose of Notification</b> (Answer all questions that apply)				<b>D. Name, Location, Use and Type of Landing Area</b>			
1. Construct or Establish an:		<input type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other		1. Name of Landing Area Runway 13-31 Harrison County Airport		2. Loc ID (for existing) 8G6	
2. Construct, Alter or Realign a:		<input type="checkbox"/> Runway <input type="checkbox"/> Helipad(s) <input type="checkbox"/> Other <input type="checkbox"/> Taxiway (Public Use Airports only)		3. Associated City and State Cadiz, Ohio		4. Distance from City 2 (nm)	
3. Change Status From/To:		<input type="checkbox"/> VFR to IFR <input type="checkbox"/> IFR to VFR <input type="checkbox"/> Private Use to Public Use <input type="checkbox"/> Public Use to Other		5. County (Physical Location) Harrison County		6. Direction from City South	
4. Change Traffic Pattern:		<input checked="" type="checkbox"/> Direction Runway 13 from Left to Right		7. Latitude 40° 14' 18.1000"		8. Longitude 81° 0' 46.4000"	
		<input type="checkbox"/> Altitude (select from below) <input type="checkbox"/> 1500' AGL (turbo) <input type="checkbox"/> 1000' AGL (prop) <input type="checkbox"/> 500' AGL (helo) <input type="checkbox"/> Other (Describe Below)		9. Elevation 1173.7			
5. Deactivate:		<input type="checkbox"/> Airport <input type="checkbox"/> RWY <input type="checkbox"/> TWY		10. Current Use:		<input type="checkbox"/> Private <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private Use of Public Lands	
6. Description: Airport is seeking to change the traffic pattern from Left to Right for RW13.				11. Ownership: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Public <input type="checkbox"/> Military (Branch)			
				12. Airport Type: <input checked="" type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other			
<b>E. Landing Area Data</b> (List any Proposed, New or Unregistered Runways, Helipads etc.)							
1. Airport, Seaplane Base or Ultralight Flightpark (use second page if needed)				2. Heliport, Balloonport or other Landing Area (use second page if needed)			
RWY ID	13 / 31	/		Helipad ID			
Lat. & Long.	Show on attachment(s)	Show on attachment(s)		Lat. & Long.	Show on attachment(s)	Show on attachment(s)	
Surface Type	Asphalt			Surface Type			
Length (feet)	4,154			TLOF Dimensions			
Width (feet)	60			FATO Dimensions			
Lighting (if any)	MIRL			Lighting (if any)			
Right Traffic (Y/N)	Y / N	/		Ingress/Egress (Degrees)			
Elevation (AMSL)	Show on attachment(s)	Show on attachment(s)		Elevation (AMSL)	Show on attachment(s)	Show on attachment(s)	
VFR or IFR	IFR / IFR	/		Elevated Height (AGL)			
<b>F. Operational Data</b> (Indicate if the number provided is Actual or Estimated)							
	1. Number of Based Aircraft		2. Average Number of Monthly Landings				
	Present or Estimated	Estimated in 5 Years	Present or Estimated	Estimated in 5 Years			
Single Engine	20	22	600	700			
Multi Engine		2					
Jet							
Helicopter							
Glider	1	1					
Military							
Ultralight	1	1					
3. What is the Most Demanding Aircraft that operates or will operate at the Airport? (Provide approach speed, rotor diameter, etc. if known) Twin-Engine Piston Piper Navajo							
4. Are IFR Procedures for the Airport Anticipated? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No. If Yes, within 0 years							
<b>G. CERTIFICATION:</b> I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.							
1. Name, title of person filing this notice (type or print) David Hamilton		2. Signature (in ink): 					
		3. Date 06/05/2018		4. Phone 740-968-4947		5. Email dhamilton@hamiltonandassoc.com	





**Federal Aviation Administration**

11677 South Wayne Road

Suite 107

Romulus, MI 48174

FAA - Detroit Airports District Office

September 19, 2018

TO:

Harrison County Airport Authority

Attn: David Hamilton, President

43000 Airport Road

Cadiz, OH 43907

dhamilton@hamiltonandassoc.com

**NOTICE OF AIRPORT AIRSPACE ANALYSIS DETERMINATION  
ALTER PUBLIC USE AIRPORT  
\*\*NO OBJECTION\*\***

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Airport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Airport Elevation (feet)
2018-AGL-6250-NRA		HARRISON COUNTY	Change traffic pattern from left to right for Rwy 13	CADIZ, OH	40-14-18.10N	81-00-46.40W	1137

It is recommended that the airport install a segmented marker system in accordance with Advisory Circular (AC) 150/5340-5, Segmented Circle Airport Marker System, to designate the direction of the airport's traffic pattern. The airport may change the VFR traffic pattern (via NOTAM) to take effect before the next FAA publication cycle.

Our aeronautical study has determined that the proposed alteration will not adversely affect the safe and efficient use of navigable airspace by aircraft. We do not object to the proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

This aeronautical study was not circulated to the public for comments.

The FAA cannot prevent the construction of structures near an airport. The airport environment can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreements, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

The Airport Master Record can be updated by submitting a revised 5010-1 Form to your FAA Regional Office or Airports District Office. The Airport Master Record can be accessed online at <http://www.gcr1.com/5010web/>. FAA contact information can be found at [https://www.faa.govhttps://www.faa.gov/about/office\\_org/headquarters\\_offices/arp/regional\\_offices/](https://www.faa.govhttps://www.faa.gov/about/office_org/headquarters_offices/arp/regional_offices/).

If you have any questions concerning this determination or completion of the Airport Master Record form, please contact me at [Mark.Grennell@faa.gov](mailto:Mark.Grennell@faa.gov) or at (734) 229-2933.

Sincerely,

Mark Grennell

ADO

**Signature Control No: 366853891-385490068**

**This foregoing document was electronically filed with the Public Utilities**

**Commission of Ohio Docketing Information System on**

**2/26/2019 10:24:35 PM**

**in**

**Case No(s). 17-1189-EL-BGN**

Summary: Notice Regarding Condition 17 Compliance electronically filed by Mr. Michael J. Settineri on behalf of Harrison Power LLC